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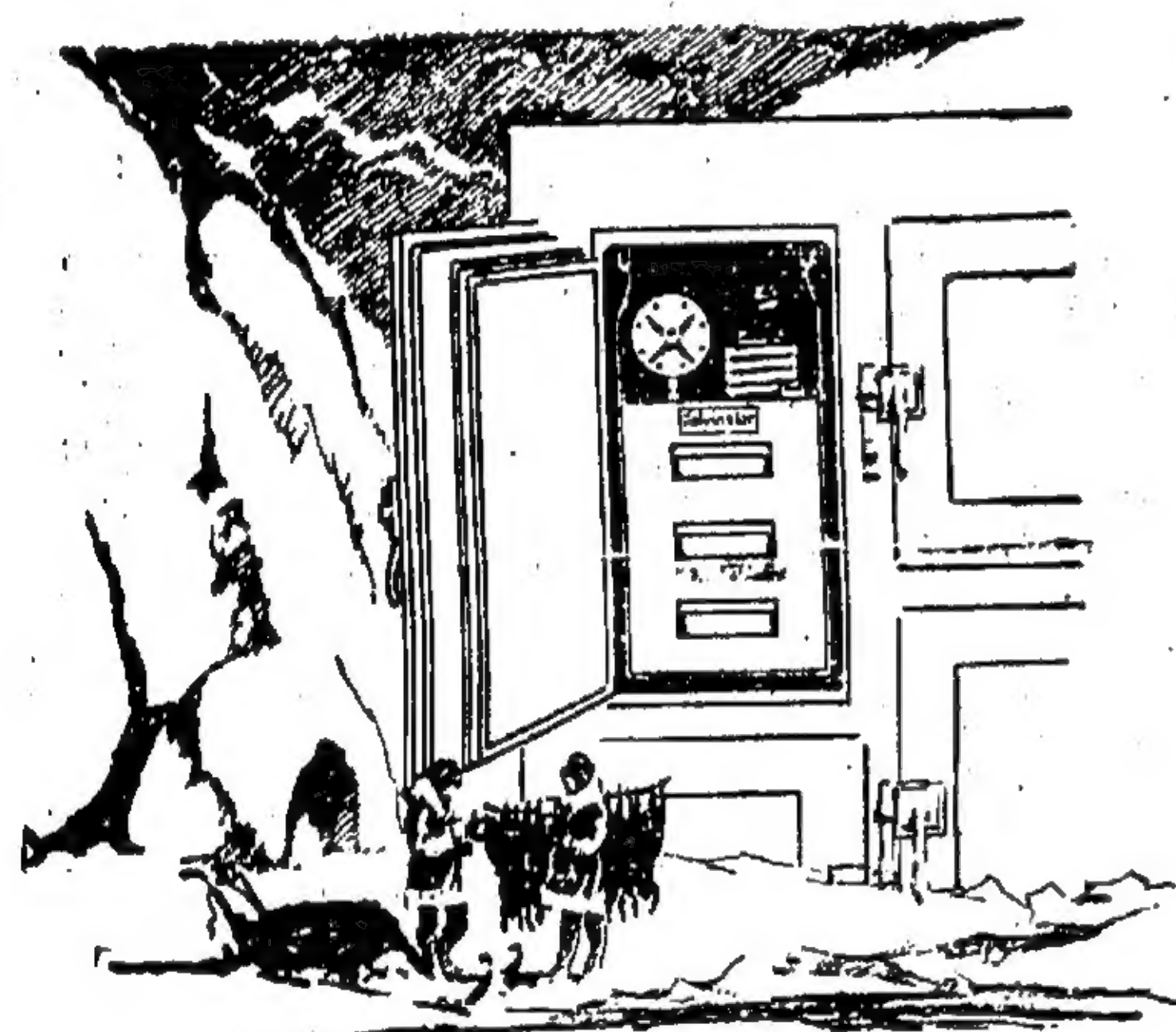
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## GERMAN WOMAN SPY.

### DRAMATIC OLD BAILEY EXPOSURE.

#### WORK FOR MOSCOW IN BRITAIN.

#### SIR WYNDHAM CHILDS' EVIDENCE.

There was a dramatic exposure at the Old Bailey recently of a German woman spy.

The woman, who gave the name of Ethel Chiles and was described as a typist, aged 28, was charged with conspiring to obtain a British passport by false pretences and with refusing to answer questions reasonably put by an officer acting in execution of the Aliens Order.

After she had been found guilty, the prosecution took the unprecedented step of calling General Sir Wyndham Childs, the Assistant Commissioner of the Metropolitan Police and head of the Special Branch of Scotland Yard, to give details of her career. It was disclosed that Chiles was a false name and that she possessed documents in which invisible ink was used that showed that she had been engaged in espionage. During one of her visits to England she changed clothes with another woman to outwit the police. Chiles was sentenced to two months' imprisonment in the second division and recommended for deportation.

It was learned that she has been one of the most active of Moscow's agents in this country.

#### DOCTOR'S NAME FORGED.

#### WOMAN'S REFUSAL TO ANSWER QUESTIONS.

The case was heard by Mr. Justice Finlay.

A good-looking young woman of rather pallid complexion, wearing a fawn coat and a black felt hat drawn closely over her head, Chiles pleaded not guilty.

Mr. Percival Clarke, prosecuting, said that on March 16th on the arrival of the cross-channel steamer at Dover a detective saw Chiles produce a British passport. He asked her: "Have you anything to establish that you are a fit person to hold a British passport?"

She said she had not but that she had luggage at Victoria. The officer went to Victoria with her and handed her over to Inspector Frost, of Scotland Yard. Except that she said her name was Ethel Chiles she gave no further particulars of herself. She said: "I can't tell you anything further than that."

#### German Visa.

Her passport was regularly issued. On February 28th a man went to Messrs. Thomas Cook's office at Ludgate-circus and handed in an application form. It was forwarded to the Passport Office and a passport was sent to Messrs. Cook, for which a man called on March 1st. Two days later the same man took it back for a German visa.

She pretended that her place of residence was Rendlesham-road, Clapton, and that she was born at Garston, Liverpool. Rendlesham-road was not her ordinary place of residence and there was no record of anyone named Ethel Chiles being born at Garston at the time she gave.

The most important part of the fraud, said Mr. Clarke, was the vouching for her property by Dr. Gerald Leo Gately, of Bow-road, E. Dr. Gately never saw Chiles in his life and never vouched for her.

Mr. St. John Hutchinson, who appeared for Chiles, called no evidence on her behalf.

#### Her Visit To England.

After Chiles had been found guilty Mr. Clarke called General Sir Wyndham Childs to give particulars of Chiles' career.

Sir Wyndham said that her real name was Kate Gussfeldt, alias Blaser. She was a German subject and first came under the notice of the police in February 1924 when she landed under a conditional permit for 14 days to attend a conference at Manchester of the International Workers' Relief Committee. She was also allowed in May 1924 to attend a conference at Glasgow of the Workers' International League. She stayed at Glasgow with a brother-in-law of Mrs. Helen Crawford. She left Glasgow for Southampton to attend another conference and exchanged clothes with Mrs. Helen Crawford to elude the police.

In October 1924 she was permitted to attend a conference of the Workers' International Relief Fund. She was given an extension to enable her to stay here until November 1924.

The police, however, discovered that she was holding a spurious German passport forged in an office in a suburb of Berlin, and an order was issued by the Home Office that she was not to land again.

#### Invisible Ink.

She was in Paris in September 1925, but left to go to Quebec. In February last she was in Brussels, where she arrived from Berlin to

attend a conference of the League against Imperialism. When applying for a passport she gave her name Kate Gussfeldt, saying that she was born in Berlin and was of German nationality.

Sir Wyndham said that when Chiles' luggage was examined on her last arrival in London invisible ink was found, together with certain documents in which invisible ink was used. This was developed and there was no doubt she had been engaged in espionage against a friendly foreign Power.

Her luggage also contained photographs taken in Manchester and other places, and negatives developed showed the identity of persons with whom she had associated.

Mr. Percival Clarke: She is, in fact, a German subject, so if an order for deportation is made there will be no difficulty in deporting her—I presume not.

Mr. Clarke, addressing the court, said that he thought a certain amount of credit ought to be given to the astute police officer who, seeing the woman come into this country among British passengers in a place where he would not, in the ordinary way, be likely to look for undesirable aliens, discovered her and brought her to London. It was an extraordinarily smart piece of work.

Mr. Hutchinson, on the woman's behalf, said that as far as he understood it there was no suggestion that she had done any hard to this country.

When she came here before it was to translate the report of the British trade union delegates to Russia, and the translation she made was now being used in Germany.

She said that she knew she would not be allowed to come into this country on the ordinary passport and she got a friend to obtain for her the passport which had been mentioned in the case. All she had done was to attend the conferences of certain perfectly innocuous leagues.

Mr. Justice Finlay, in passing sentence, said:

This is a serious offence. As long as the passport system exists it is a matter of great consequence that passports should only be issued to persons who are entitled to them, and it is also a matter of great consequence that a person should not either alone or in conjunction with other persons obtain passports by false pretences for use by persons who are not entitled to them. The only matter in what has been told me about you which I have to consider in passing sentence is that you are a German subject.

He then passed sentence of two months' imprisonment in the second division and said he would recommend Chiles for deportation.

It may be recalled that when Chiles was originally charged at Bow-street Police Court the defendant solicitor said: "I am not in a position to say anything. I would suggest that you make a deportation order and get rid of her."

The police pointed out that they did not know her nationality.

#### A MOSCOW AGENT.

#### HER ACQUAINTANCE WITH SOCIALISTS.

The sentence on the woman put a term to the activity of one of the most dangerous spies the Secret Service of this country has ever had to deal with.

Not only is she an international spy who has been guilty of military espionage against a friendly nation, but she is also a Bolshevik agent who, under the cloak of the Workers' International Relief Fund, has been engaged in Bolshevik propaganda in this and other countries.

The Workers' International Relief Fund was specifically mentioned in the Government Bluebook published last year dealing with the seized Communist papers. Therein it was stated with regard to this organisation:

This is the "Mehrabkom." It was started under the cloak of an international charitable organisation of workers at the time of the Russian famine in 1921, and has since devoted itself to propaganda, disguised as relief, in various countries, from Ireland to China. The organisation exists ultimately for subversive purposes, and has been hotly denounced by the more moderate Socialist organisations.

It was on the platform at meetings organised by the W.I.R. that this dangerous spy appeared. That she was intimately acquainted with many of the prominent members of this organisation, who were presumably aware of her true character, is testified to by Sir Wyndham Childs, who stated that on one occasion she exchanged clothing with Mrs. Helen Crawford, the secretary of the British section, while photographs reproduced in the Soviet Russia Pictorial show her on the platform with Mr. A. A. Purcell.

She is of powerful physique, and should the occasion have arisen would doubtless have been able to give an excellent account of herself in a tussle with any man. Physical fitness was a gospel with her, and her development on these lines was only equalled by her skill in the use of the camera and the employment of secret writing.

## HOW MOSCOW TRAINS PLOTTERS.

[By DR. EDOUARD LUBOFF,  
Author of "A Red Year."]

The trial and execution of Chinese agents in the employ of the Soviet Embassy in Peking is being commented upon at Moscow as "cold-blooded murder," and fear is being expressed as to the fate of the Russians arrested in the course of the raid on the Embassy.

This fear is not unreasonable. Moscow may well fear retribution in view of the well-known abuse of diplomatic privileges by the Soviets and the systematic attempts to stir up racial and class hatred in China, India, and the East generally.

That specially trusted members of the Communist International are attached to all Soviet establishments in foreign countries has been evident since 1920, but in the East the procedure is somewhat different. In order to supply Soviet establishments in the East with well-trained propagandists, special colleges were opened at Moscow and Leningrad. Both the "Moscow Institute for Eastern Knowledge" and the "Leningrad Institute for Eastern Studies" prepare what the newspaper "Pravda" describes as "political workers" for employment in Soviet Embassies and other establishments in the East. These workers are given a full course of Eastern languages and "a thorough knowledge of the living East," with a view "to intimate association," in addition to the usual course in revolutionary training.

These colleges do not even pretend to be institutions for the preparation of Consular and Ambassadorial staffs, but are frankly admitted to be "universities of political education." Their graduates are taken over by the Central Committee of the Communist Party, not the Soviet Government, and are then sent to the country for which they are prepared and are attached to the Soviet establishments.

Thus the "Pravda," dealing with the Moscow Institute, reports that "the majority of the students, namely 60 per cent., were commanded by the Central Committee of the Communist Party, and most of the graduates, as well as those who were commandeered before graduation, are now employed in our Soviet establishments in the capacity of highly useful workers, whose value is acknowledged by the chiefs of our foreign establishments."

And in order to indicate the kind of work done by these students, the "Pravda" adds: "Thanks to their training as workers and peasants, as well as to the improved conditions of training, these graduates are becoming a brilliant corps of leaders in the Eastern zone, both as practical workers and as instructors of others."

It is the duty of these pseudo-employees to keep in touch with all the revolutionary activities of the country to which they are sent and to keep Moscow informed of all that is going on. They work under a chief who is never the recognised chief of the Embassy or establishment, and they are responsible only to him. When detected they appeal to the Ambassador or Chargé d'Affaires, and it is his business to convince the authorities that the agent was "on the list of employees" and thus immune from arrest or conviction.

By 1926, according to the same authority, the Moscow Institute supplied 300 of these agents to the various establishments in China, Japan, Persia, Afghanistan, Turkey, and Egypt. During 1926 a further 138 were being trained, but only about 40 per cent. were commandeered during the year.

Plans published last year show that an attempt is to be made to enlarge the "geographical" scope of the work of the institute, since the Soviets "understand by 'the East' the whole colonial and semi-colonial world, i.e., not only the Yellow and the Black Continents." To cover this area the institute "is intensifying the revolutionary study of the Black Continent, first of all North Africa, from Egypt and the Sudan, via Tripoli, Tunisia, Algeria and Morocco up to the Iberian provinces."

It is obvious that the legitimate openings for Soviet citizens in these countries of the "Black Continent" are few and far between. It is also of interest that at present the students of this institute are taught, among other languages, the dialects of Urdu, Bengali and Tamil, and one wonders what Soviet establishments are to be opened in the countries where these languages are spoken.

#### TREES AND LIGHTNING.

Experts employed by the United States Government are trying to ascertain if trees "draw" lightning. Woodsmen have long given warning against certain trees during electrical storms. The American Forest Service is to investigate what trees are struck most frequently.

The value of this, in the opinion of Government officials, lies not in the fact that it will give useful information on where it is wise to be when thunderstorms are about, but that it will furnish valuable data on forest fire dangers.

## BLUE FUNNEL LINE

### SUMMER CRUISES 1927

To Shanghai, Tsingtau, Wei-Hai-Wei, Taku  
(for Tientsin & Peking), Dairen and  
return to Hong Kong.

	"PATROCLUS"	"ANTENOR"	"HECTOR"
	11,316 tons.	11,174 tons.	11,198 tons.
Leave Hong Kong	June 23rd	July 21st	Aug 25th
Arrive Shanghai	26th	24th	31st
Leave Shanghai	29th	27th	Sept. 2nd
Arrive Tsingtau	1st	29th	2nd
Leave Tsingtau	2nd	30th	3rd
Arrive Wei-Hai-Wei	2nd	30th	3rd
Leave Wei-Hai-Wei	3rd	31st	4th
Arrive Taku Bar (for Tientsin & Peking)	3rd	31st	4th
Leave Taku Bar	6th	4th	8th
Arrive Obingwangtao	7th	—	—
Leave Obingwangtao	7th	—	—
Arrive Dairen	8th	5th	9th
Leave Dairen	12th	9th	12th
Arrive Taku Bar	—	—	20th
Leave Taku Bar	—	—	21st
Arrive Wei-Hai-Wei	July 13th	Aug. 10th	21st
Leave Wei-Hai-Wei	13th	10th	21st
Arrive Tsingtau	14th	11th	22nd
Leave Tsingtau	15th	12th	23rd
Arrive Shanghai	17th	14th	25th
Leave Shanghai	23rd	20th	Oct. 1st
Arrive Hong Kong	26th	23rd	4th

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AT this season everybody needs the Peps  
breathable tablets to  
ward off cold and chill dangers.  
As Peps dissolve in the mouth,  
their rich medicinal fumes carry  
soothing and healing benefits direct  
into chest and lungs.  
Inflammation and soreness in throat  
or bronchitis is quickly allayed by  
Peps, coughs and colds are slipped in  
the bud, and the entire breathing  
system is wonderfully strengthened  
and fortified.

**for COUGHS  
& COLDS**

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June 2nd, 1927.

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Telegraphic Transfer	2/0
Bank Bills, on demand	2/0 1/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0 1/16
Bank Bills, at 6 months' sight	2/0 1/16
Bank Bills, at 9 months' sight	2/0 1/16
Bank Bills, at 12 months' sight	2/0 1/16
ON PARIS.—	
Bank Bills, on demand	1,240
Credit, 4 months' sight	1,315
ON NEW YORK.—	
Bank Bills, on demand	48 1/2
Credit, at 60 days' sight	50 1/2
ON BOMBAY.—	
Telegraphic Transfer	184
Bank Bills, on demand	—
ON CALCUTTA.—	
Telegraphic Transfer	134
Bank Bills, on demand	—
ON SHANGHAI.—	
Bank Bills, at sight	nom
Private, 30 days' sight	nom
ON YOKOHAMA.—	
On demand	104 1/2
ON MANILA.—	
On demand	88
ON SINGAPORE.—	
On demand	121 1/2
ON BATAVIA.—	
On demand	nom
ON BANGKOK.—	
On demand	93 1/2
SOVEREIGNS, Bank's Buying rate	\$9.65
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### UNION CHURCH (KENNEDY ROAD).

SUNDAY SERVICES, June 5th:—  
Sunday School Anniversary.  
Morning Service at 10.30 a.m.:—  
Hymns: 802, 784, 766 and 261.  
Evening Service at 6 p.m.:—  
Hymns: 252, 272, 276 and 692.  
Preacher both Morning and Evening:—  
Rev. J. Kirk Macdonald.  
Collections for Sunday schools at  
Kennedy Road and Quarry Bay.

### FIRST CHURCH OF CHRIST, SCIENTIST. MACDONNELL ROAD, BELOW BOWEN ROAD TRAM STATION.

SUNDAY SERVICE, June 5th, at 11.15  
a.m.:—

Subject:—"GOD, THE ONLY CAUSE  
AND CREATOR."

Wednesday Evening Meeting at 5.30  
p.m.

Reading Room at above address, open:—  
Tuesday and Friday, 10 a.m. to 12 Noon.  
Monday and Thursday, 6 to 7 p.m.  
The Public is cordially invited to attend  
the services and visit the Reading Room.

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Original Copy, Ideas, and  
Designs for Posters and  
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...that checks all insertions  
in Foreign and Chinese  
papers for its Clients,

...that has an unrivalled  
and Extensive Knowledge of  
the best media for all classes  
of Advertisers,

...that being independent,  
can place all this know-  
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ensuring that the money  
they spend on Advertising  
will bring them the best  
possible return.

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"THE CORDAGE YOU CAN TRUST."

MARINE ROPE ESTABLISHED 1834 ROPES OF ALL SIZES FOR ALL PURPOSES

TRANSMISSION OF POWER ROPE MADE FROM PURE MANILA HEMP

CABLE LAID HAWERS MANUFACTURED BY THE MOST MODERN MACHINERY

WELL DRILLING CABLES

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**MANILA**

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## Last Three Days at Kowloon

### FAREWELL PERFORMANCES

## ISAKO'S EUROPEAN CIRCUS

Location: Kowloon Hung Hom (Opposite Railway Bridge)

Friday, 3rd June, at 9.15

### GRAND GALA PERFORMANCE

Saturday, 4th, Sunday, 5th, & Monday, 6th June at 9.15

### FAREWELL PERFORMANCES

The Programme for the final shows will be selected from the best attractive items.

The following new numbers will be presented:—

### 40 CLOWNS 40

Will appear simultaneously in the Ring, Dancing and Performing Numerous Tumbling, Somersaulting and Pyramid Act.

### COME AND SEE!!!

The Thrilling "4 ARKOS" in their wonderful act. "Flying" in Midair and Somersaulting with eyes Blindfolded and enveloped in Sacks.

The Daring Acrobats Gridneffs in their wonderful Ladder act.

The mirth makers Franz Ferry & Koko and the worry-killers Theodore & Pipa will keep you roaring with laughter.

The Trained ponies and stallions in various acts introduced by Mr. F. ISAKO.

### GRAND FAREWELL MATINEES

Saturday, 4th and Sunday, 5th June, at 4 p.m. Sharp

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STOMACH, AND ALL THE ORGANS OF THE DIGESTIVE  
SYSTEM.

## AMERICANS AND SEGRAVE.

SPEED IN 1908.

LEE GUINNESS—PIONEER.

The laconic and non-committal comment of a New York newspaper on Major Segrave's recent wonderful record at Daytona deserves notice. "An amazing speed, but—huh-huh." Apparently the strange expression "huh-huh" is a terse Americanism for "Well, what is the use anyhow?" Americans cannot be expected to express enthusiasm about this remarkable feat of an Englishman. But it is more than likely that Ralph de Palma and other speed wizards who cannot think of speed outside America will now disturb themselves.

Captain Campbell, previous holder of the world's record for the kilometre and mile is stated to have issued a challenge to Major Segrave to compete in a race at Daytona Beach. The Champion, however, has declined to do anything of the sort, because such a contest would be futile. The successful attempt to break the records was carried out in a spirit of research, not merely for the *kudos*.

"There is magic in the round figure '200.'" If Campbell or any other racing driver succeeds in breaking Segrave's record he will not be surrounded by that halo of daring and romance, because there is nothing very striking in the attainment of a speed of 210 or even 240, after someone else has already passed the double century.

The person who can cover the ground at three hundred miles an hour will be the next hero of the motor-racing world.

Such a speed—which has incidentally not yet been attained in the air—is unlikely to be accomplished for at least a decade.

Undoubtedly the sands at Daytona are infinitely better than any similar beach in Great Britain, for they are as hard as concrete and dead flat. There is also a straight stretch of 20 miles, so that there is plenty of room for a car to show its paces.

If Captain Campbell goes out to Daytona he will probably improve upon his last figures of something over 170 m.p.h.; but it will be surprising if he beats the existing record.

The fever for monstrous speeds does not appear to have been abated by the gruesome death of Parry Thomas, one of the world's speed aces. He was travelling at a beggarly 150 m.p.h. when death overtook him; the consequences of a crash at 200 or more are almost beyond imagination.

Performed ten years ago—perhaps even five years ago—Segrave's wonderful achievement would have been forgotten inside a week, simply because the world was that much less a motoring world, writes the motoring correspondent of the *London Evening News*.

I should like now to look back a little way—Segrave himself would like us to look backward. Let us go back to 1913, when the late Percy Lambert first drove a car 100 miles inside 60 minutes. That was a big job, you know, for a "four-inch" engine car! She was only of 23.5 h.p. by R.A.C. rating, with four cylinders of 101.5 by 140 m.m., a mere voiturette, positively a "baby" among light cars, compared with Segrave's mammoth Sunbeam; but her driver and she did a very wonderful thing in crowding 100 miles of Brooklands into 60 minutes.

We must, however, go still further back, to 1908, when on Saltburn Sands Mr. (now Sir) Alton Lee Guinness was officially timed to attain a speed of 121.6 miles an hour with a (nominally) 200 h.p. eight-cylindered, V-arranged Darracq. By R.A.C. rating that car was of 120 h.p. She had bore and stroke of 160 and 140 m.m., her bore exceeding her stroke, as was often the case in the early days (and is still in motor-cycles' engines); but to run at 121.6 m.p.h. in 1908—with a car built in 1905, by the way—was very sensational indeed.

The fascinating thought to me, then, is that even Segrave to-day, flushed with achievement, glowing with the satisfaction of beating the whole world in terrestrial speed, does not promise us anything much above 320 m.p.h. He says, plainly enough, that he does not think more than that speed can be attained with a machine whose wheels will remain in contact with the earth. Accepting that, as we must, how short a stage we have travelled since 1908!

The marvel, of course, is not that Segrave can produce no greater speed than "about 320," so much as that "Algie" Guinness should have given us 121.6 m.p.h. so long ago.

(Continued on next column).

## NEW ROLE FOR LADY OXFORD.

ADVERTISEMENT WRITING.

AMERICAN FACE CREAM.

"The Famous Margot, now Countess of Oxford and Asquith, has written with her own hand and in her own sparkling and inimitable style this article on a subject of universal interest to women."

This is the italicized announcement to an autographed full-page advertisement for a face-cream which appears this month in one of the most popular American women's magazines under the heading, "Margot Asquith writes on Women's Instinct to Make Herself Attractive."

A three-quarter length portrait of the Countess of Oxford and Asquith in an evening frock is in the centre of the page.

"Very Dignified." One corner of the page illustrates a section of the drawing-room of her "very dignified town-house at No. 44, Bedford-square, London," where the "brilliant and distinguished of London gather."

The testimonial is enhanced further by a pen-sketch of the "quaint Elizabethan barn on her country estate," used by Lady Oxford as a study, and a photograph of her dressing table, on which repose numerous jars of the advertised beauty cream.

We have all known women who have more than made up for their lack of features and general homeliness by the play of their expression, the grace of their carriage, or the beauty of their complexion. Lady Oxford tells the women of the United States. "I can only speak for myself."

"A dingy complexion will spoil the prettiest face in the world for me."

"I have used — creams for my skin more years than I can remember," she continues, mentioning the American product, "and, though I have never been beautiful and I am not young, I have not a wrinkle in my forehead."

## GIPSIES SPOIL PICNICS.

MOTORISTS FORCED TO DRIVE AWAY.

Gipsies opened their picnic-raiding season yesterday, says the *Daily Mail* of May 9th.

The summer-like weather sent hosts of motorists and others adventuring into the heart of the country with dreams of enjoying luncheon in the cool shade of the fresh green leaves.

Gaily the white cloth was spread on the new grass, merrily were the hampers unloaded, and the picnickers said how jolly it was to be quite alone in the peace of a perfect May day. Then the gipsies came—and peace fled.

The woods and dales of Surrey, Sussex and Hampshire especially had their charms as Sabbath retreats marred by bands of fortune-telling gipsies.

Volley Of Oaths. A motorist who, owing to gipsies, failed to find tranquillity, though he sought it in the open country beyond Blackwater, in Hampshire, said:—

Barely had we set out our lunch under some trees when a gang of malodorous gipsies appeared. They entirely surrounded us, and while the men rather insolently clamoured for tobacco the women tried to grab our hands so that they might "tell our fortunes."

The old cry of "Cross my hand with silver, pretty gentleman!" was raised, and it was followed by a volley of oaths when I and my friends insisted that we did not wish to be troubled.

In the end we were compelled, to be rid of them, to repack our hampers and drive away.

And now to Brooklands. When the track was built, in 1906-7, a distinguished engineer, who is now General Sir Capel Holden, was requested by Major E. Rodakowski Rivers (the first clerk of the course at Weybridge, and the man to whom the late Hugh Locke-King entrusted the building of the track) to plot a banking-curve which should be safe at 150 m.p.h. The curve was duly plotted and put into being. Why 150 m.p.h.? Because in 1907 that speed was reckoned the limit! Calculation of all available knowledge suggested it as being the ultimate, and neither the science nor the imagination of the calculators can be considered to have been defective.

We see now, however, that although Brooklands was safe for Lee Guinness's old V-engine Darracq and Percy Lambert's Talbot, it would not be safe for Segrave's Daytona Sunbeam. He dare not put his foot down even on the railway straight, because a 1207 m.p.h. car obviously travels at approximately 34 miles per minute or 308 feet per second! At such figures the mind boggles, refuses to absorb them; but it is such figures which enable the man in the street, the man in the club, the man in the train to visualize Segrave's doings.

Major Segrave has announced that his huge car is destined for a British Museum.

## BRITISH TASTE TOO SELECT.

U.S. HUMORIST ON ENGLISH FILMS.

WHY OUR PICTURES ARE NOT POPULAR.

"I have discovered why it is that British films seldom achieve a general success all over the world. Your dramatic taste and your sense of humour are too specialised."

This was the verdict of Mr. George Ade, the American humorist, given while on holiday in London. He added:

I have found the secret of British exclusiveness by sitting in your theatres and cinemas and watching the audiences and hearing them clap.

You wonder sometimes that American films go all over the world. It is because America recognises that 40 per cent. of the final gross receipts on American films is obtained outside the United States.

It is not surprising that some British audiences are displeased with much of our American film output. But it must be remembered that our films are made for world-wide distribution—for the little township in Iowa, for the South Sea Islands, for Iceland, and for the small provincial towns of all the European countries.

We make our pictures not for the highly intellectual critic of the West End of London, but for the multitudes of the world.

## Highbrow Appeal.

You in England make good pictures, you have your own producers, your own excellent directors, and very good actors.

But their appeal is frequently purely an English one, and I might almost say a highbrow one. The great mass of simple-minded workers the whole world over who share the same set of emotions and whose need for entertainment is very similar in every country—these people are overlooked by you.

The specialised taste of the British audience is different from the cultivated likes and dislikes of the average American. I find that your audiences laugh at what we would call the wrong places in a play or film. And where we would laugh you sit with wooden faces.

The same applies to the appreciation of serious as of humorous points. That is why many a successful London play is often a failure in New York, and why New York winners sometimes run off the rails here.

## ENGLISH CHANNEL TUNNEL.

M. LE TROCQUER ON DETAILS AND POSSIBILITIES.

M. Yves Le Trocquer, in a paper on "The Channel Tunnel" read before the Institution of Structural Engineers, Upper Belgrave Street, S.W., said the usual capacity of the tunnel which could be maintained throughout the year would be one hundred trains per day in each direction, and these could carry 25,000,000 passengers and 8,000,000 tons of goods annually. This answered the objection that the tunnel would be inadequate for the needs of traffic.

The great argument against the Channel Tunnel had always been a military one. It was feared that it could be utilized by an invading enemy. Not only would the entrance and the exit of both tunnels on the English coast be under the range of all the forts and warships of Dover Harbour, but the power station which would supply the current to the trains coming from France would be erected on the English coast, and reciprocally, and it would be quite easy to prevent the utilization of the tunnel by filling it with asphyxiating gases. At a certain point of the longitudinal section of the tunnel a bend representing the vertical section of a bowl had been designed in order to provide a water-lock, so that in case of danger the tunnel could be filled with water from top to bottom over a length of about two kilometres (approximately 1½ mile) without being destroyed.

The traction would be electric, and English and Continental trains would have no difficulty in running on either country's track. The estimated cost of the tunnel was 10 millions sterling. This estimate was made before the war, but it was reasonable to take figures based on a normal period. The tunnel would be 30 kilometres in length and 50 metres below the bottom of the sea at its deepest point. The question whether it was possible to construct a railway linking Dover and Calais was no longer contested by geologists. The Channel Tunnel was scientifically feasible.

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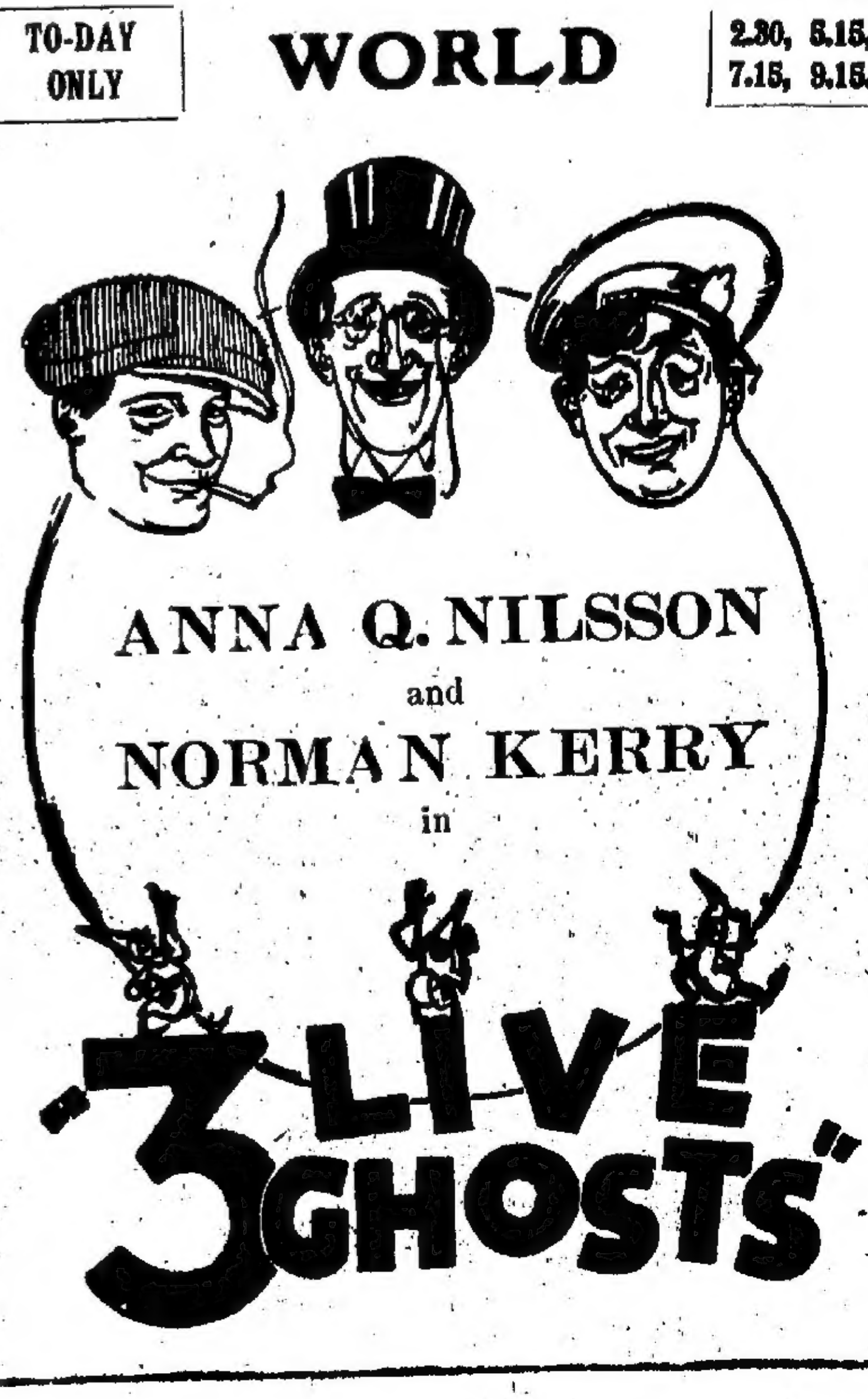
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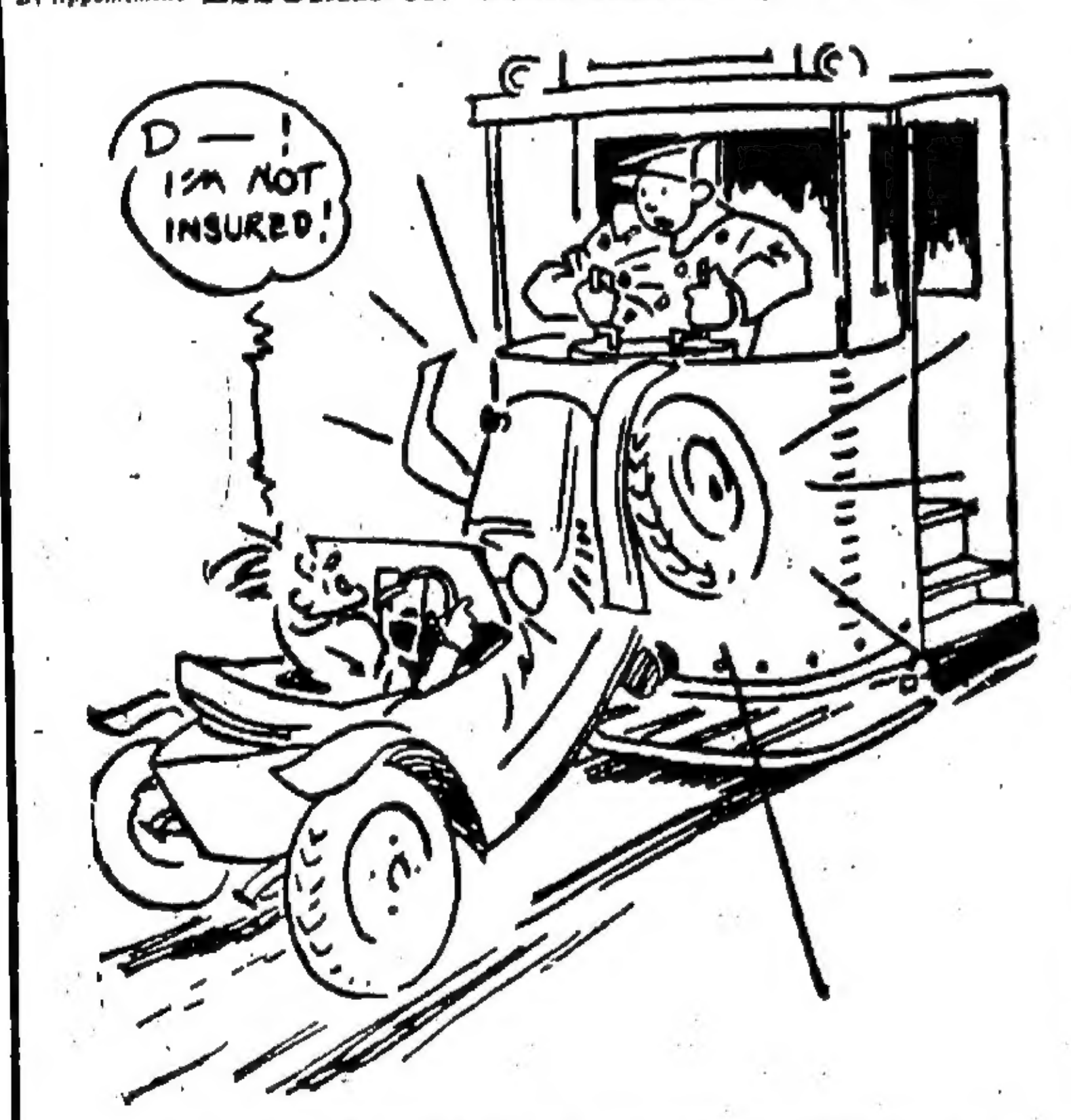
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## THE KING'S BIRTHDAY HONOURS.

### FIVE HONG KONG RECIPIENTS.

#### WELL MERITED AWARDS.

#### THREE "SUNNING" OFFICERS DECORATED.

Recognition of the strenuous times now prevailing in the Far East is shown in H.M. The King's Birthday Honours List, in which a number of Hong Kong residents figure and well-known representatives of British interests in China.

The merchant service in general, and in Chinese waters particularly, will be gratified at the bestowal of extremely well merited awards upon the three officers who figured most prominently in that epic of the sea, the re-captured of the s.s. *Sunning* from some thirty well-armed pirates by the little group of ship's officers.

The Hong Kong Honours are:—

C.M.G. for Mr. W. T. Southorn, C.B.E. for Mr. H. T. Creasy, O.B.E. for Mr. Ho Kom Tong, O.B.E. for Mr. H. P. Winslow, I.S.O. for Mr. H. Dixon.

The *Sunning* awards are:—

O.B.E. for Mr. T. Beatty, Chief Officer.

O.B.E. for Mr. J. Hurst, Second Officer.

M.B.E. for Mr. G. Cormack, Chief Engineer.

These are given in recognition of "conspicuous ability and courage."

In recovering the ship from the pirates.

Several British officials in China are also included, namely Mr. John Brennan (C.M.G.), Mr. O. St. C. O'Malley (C.M.G.), Mr. E. Teichman (C.M.G.), Mr. A. Ogden (O.B.E.) and Mr. W. P. Turner (O.B.E.).

### THE HONG KONG RECIPIENTS.

#### Mr. W. T. Southorn.

Official colleagues and a wide circle of personal friends will unite in congratulating the Hon. Mr. Wilfrid Thomas Southorn, B.A., who becomes a Companion of the Order of St. Michael and St. George.

Mr. Southorn was appointed to Hong Kong in May last year after 22 years' service in Ceylon, where he rose to be Principal Assistant Colonial Secretary, chairman of the Colombo Port Commission and a member of both the Legislative and Executive Councils. Here Mr. Southorn is filling the post of Colonial Secretary with marked success, and very rapidly acquired a full grasp of local problems and conditions.

During his comparatively brief stay in Hong Kong, Mr. Southorn has made himself very popular by his very charming personality, his tact and his great abilities.

#### Mr. H. T. Creasy.

The Hon. Mr. Harold Thomas Creasy, M.C.E., A.M.I.M.E., the Director of Public Works becomes a Commander of the Order of the British Empire, presumably, for his outstanding services both in Hong Kong, and like Mr. Southorn, also in Ceylon.

When appointed to Hong Kong, he had had 26 years' service in Ceylon to his credit, and he had risen to be acting Director of Public Works.

His advent in the P.W.D. here was marked by a reorganisation of the Colony's greatest spending department, the outstanding feature of which was the decentralisation of administration into sub-departments. Many new schemes have been carried out in different parts of the Colony under Mr. Creasy's control. At the present time Mr. Creasy is on Home leave.

#### Mr. H. P. Winslow.

Mr. H. P. Winslow (manager, Kowloon-Canton Railway, British section), who becomes an officer of the British Empire Order, was in October, 1911, appointed the first manager of the British section of the railway to Canton (the executive control having originally been in the hands of a chief resident engineer). As a result of political disturbances in Canton and the disorganisation on the Chinese section of the line, the administration has been confronted with many difficulties but the service between Kowloon and Samching remains in satisfactory condition—a tribute to Mr. Winslow's energy and ability. Mr. Winslow, who is a B.A. of Cambridge and M.Inst.T., is on Home leave at present.

#### Mr. Ho Kom Tong.

Mr. Ho Kom Tong who also receives the O.B.E. is a younger brother of Sir Robert Ho Tung and the late Mr. Ho Fook. He has taken a prominent part in the Colony's trade and still acts in an advisory capacity for a number of concerns.

Mr. Ho is known to all sections of the community. The number who have benefited by his advice and material help is considerable. Very broad-minded and a generous supporter of many public movements, Mr. Ho Kom Tong is also a patron of the arts and an expert in Chinese medicine. Recently he has taken up the racing of China ponies, scoring a win in his maiden race at the annual meeting this year.

During the Great War, Mr. Ho Kom Tong contributed over \$50,000 to the various war funds. He also actively assisted in raising over \$100,000 in aid of war charities. In recent years Mr. Ho has given in all about \$40,000, and assisted in collecting about \$500,000, in aid of the distressed people from the disastrous floods in Canton, Tientsin, and Hankow. For these services, he received the Third Class Order of the Chia Ho from the President of China in 1916, and the Second Class in 1918.

Mr. Ho Kom Tong was a member of the Committee to welcome the Prince of Wales on his visit to the Colony in 1922 and organised the Fish Lantern Procession on that occasion. When in London in 1924, he supplied an important memorandum to the permanent officials of the Colonial Office for the Geneva Opium Conference.

In recognition of his services, Mr. Ho was awarded by His Majesty the "Bronze Donat" badge of the Order of St. John in 1919 and in 1924 he was invested by His Majesty at Buckingham Palace with the "Silver Donat" badge of the Order and, in 1925, in recognition of his continued support was made an "Honorary Knight of Grace of the Order of St. John."

At the beginning of the 1925 Strike, Mr. Ho entirely re-equipped three Divisions of the Ambulance Brigade.

#### Mr. Henry Dixon.

Mr. Henry Dixon, superintendent of the Money Order Office in the G.P.O., becomes a Companion of the Imperial Service Order.

Mr. Dixon was educated at St. Joseph's College and has 37 years' Government service to his credit. Except for brief periods of service at Shanghai, he has always held the position he occupies to-day—a record which must be unique. In 1900 he went on special duty to the Shanghai postal agency to re-organise the money order office there. In 1901, he was acting Postmaster at Shanghai.

Mr. Dixon is one of the leading Catholic residents in the Colony. He is President of the Waichai Conference of the Society of St. Vincent de Paul, hon. treasurer of the St. Joseph's College Association, the St. Joseph's Society, President of the St. Margaret's Church Centre, and Vice-President of the St. Margaret's Church committee of the Confraternity of the Most Blessed Sacrament.

### THE "SUNNING" AWARDS.

It will be remembered that after the successful pirating of the s.s. *Sunning* it was Mr. Hurst who organized the plan for retaking the ship. He had a Colt revolver and 30 rounds of ammunition hidden away in his cabin and this was secured. Later he found another revolver and some ammunition in the Chief Engineer's cabin.

It was Mr. Beatty, the chief officer, who engaged the pirates on the bridge in conversation while Mr. Hurst crept up behind and with two swinging blows, his weapon being a sounding lead, stunned both pirates on watch.

Mr. G. Cormack, the Chief Engineer was used by the pirates as a fire screen when making their first counter-attack on the bridge. He was seriously wounded but later on managed to regain the bridge and take part in the defence.

These were great deeds and none of this year's Birthday Honours have been more deserved or more gallantly won than these two O.B.E. and one M.B.E. decorations given to three leading spirits in a story that will take a proud place in the annals of our merchant service.

### BRITISH OFFICIALS IN CHINA.

#### C.M.G.

Mr. John Brennan, Acting British Consul General at Canton.

Mr. Owen St. Clair O'Malley, Counselor at the British Legation, Peking.

Mr. Eric Teichman, Chinese Secretary to the British Legation, Peking.

#### O.B.E.

Mr. Alkyne Ogden, acting British Consul at Kiangang.

Mr. William Percy Turner, Acting British Consul at Peking.

Mr. Brennan, His Majesty's Consul-General at Canton, took a material part in the "peace conference" to end the boycott—being one of the delegation of the British Government, and of Hong Kong—and he contributed in no small measure in paving the way towards resumption of trade.

Mr. Brennan has shown tact, ability and foresight in his handling of a long series of difficult situations.

(Continued on next Column.)

### HOME HONOURS.

#### TWO NEW PEERS.

G.C.M.G. FOR SIR ROBERT BADEN POWELL.

The Home List of Birthday honours is a short one, without anything startling or unexpected. Two peerages are bestowed, one for political services, the other to the President of the Royal Agricultural Society. Several great figures in the commercial world have been honoured, and among baronets the only surprising award is that to a comparatively junior naval officer, Lieut.-Comdr. Geoffrey Cecil Congreve. Two able officers, Air Marshal H. R. M. Brooke Popham, Brig-General Sir Samuel Wilson receive the C.B., but the latter gets it in respect of his work as Permanent Under-Secretary for the Colonies.

The high honour of G.C.M.G. goes to the Rajah of Sarawak, the British Ambassador to Tokyo, Sir J. A. Tilley, and to the Chief Scout, Sir Robert Baden Powell.

[THROUGH REUTER'S AGENCY.]

#### BARONS.

##### Sir Davison Dalziel.

Sir Davison Dalziel, the Conservative M.P. for Brixton Division, Lambeth from 1910 to 1925 and again from 1924, was created a baronet in 1919. He is Chairman of the Pullman Car Company and President of the Board of Directors and of the Managing Committee of the International Sleeping Car Co. He first introduced motor cabs in London.

##### Sir Gilbert Greenall.

Sir Gilbert Greenall, who succeeded to a first baronetcy, is President of the Royal Agricultural Society. He was appointed Sheriff of Cheshire in 1911.

#### BARONETS.

##### Sir John Brickwood.

Sir John Brickwood, F.R.S., F.Z.S., F.R.G.S., created a knight in 1904, is Chairman and Managing Director of Brickwood & Co., Ltd., Brewers, Portsmouth. For three years he was Chairman of the Portsmouth Chamber of Commerce and for four years Chairman of the National Trade Defence Association.

##### Sir Harry Goschen.

Sir William Henry Neville Goschen, K.B.E., is a partner of Goschen and Cunliffe, a Director of the National Provincial and Union Bank of England, and a Director of the Chartered Bank of India, Australia and China. He was Chairman of the London Clearing Banks in 1918 and Prime Warden of the Goldsmiths Co. from 1919 to 1920.

##### Sir Harry Benedetto Renwick.

Sir Harry Benedetto Renwick, K.B.E., was Director of feeding stuffs to the Ministry of Food from 1917 to 1918 and a member of several Government committees during the war. Besides being Chairman and Managing Director of numerous electric supply companies, including several in London, he is the founder and first Chairman of the Provincial Electric Supply Committee of the United Kingdom, and organised the unification of the supply of London.

(Continued on next Column.)

When announcing the text of the Hankow Agreement, Sir Austen Chamberlain stated that the Government had cabled their congratulations to Mr. O'Malley and Mr. Teichman for the part they had taken in the negotiations.

Mr. Alkyne Ogden and Mr. W. P. Turner are other notable Consular officials in the service of the Foreign Office, the former at Kiangang—where the Concession was rushed by Chinese mobs—and the latter at Peking which, although out of the actual war zone, has had its difficulties.

### MALAYA AWARDS.

#### C.M.G.

Mr. Henry Thomson, British Resident of Perak.

#### K.C.B.

Mr. Hayes Marriott, Colonial Secretary of the Straits Settlements.

#### C.B.E.

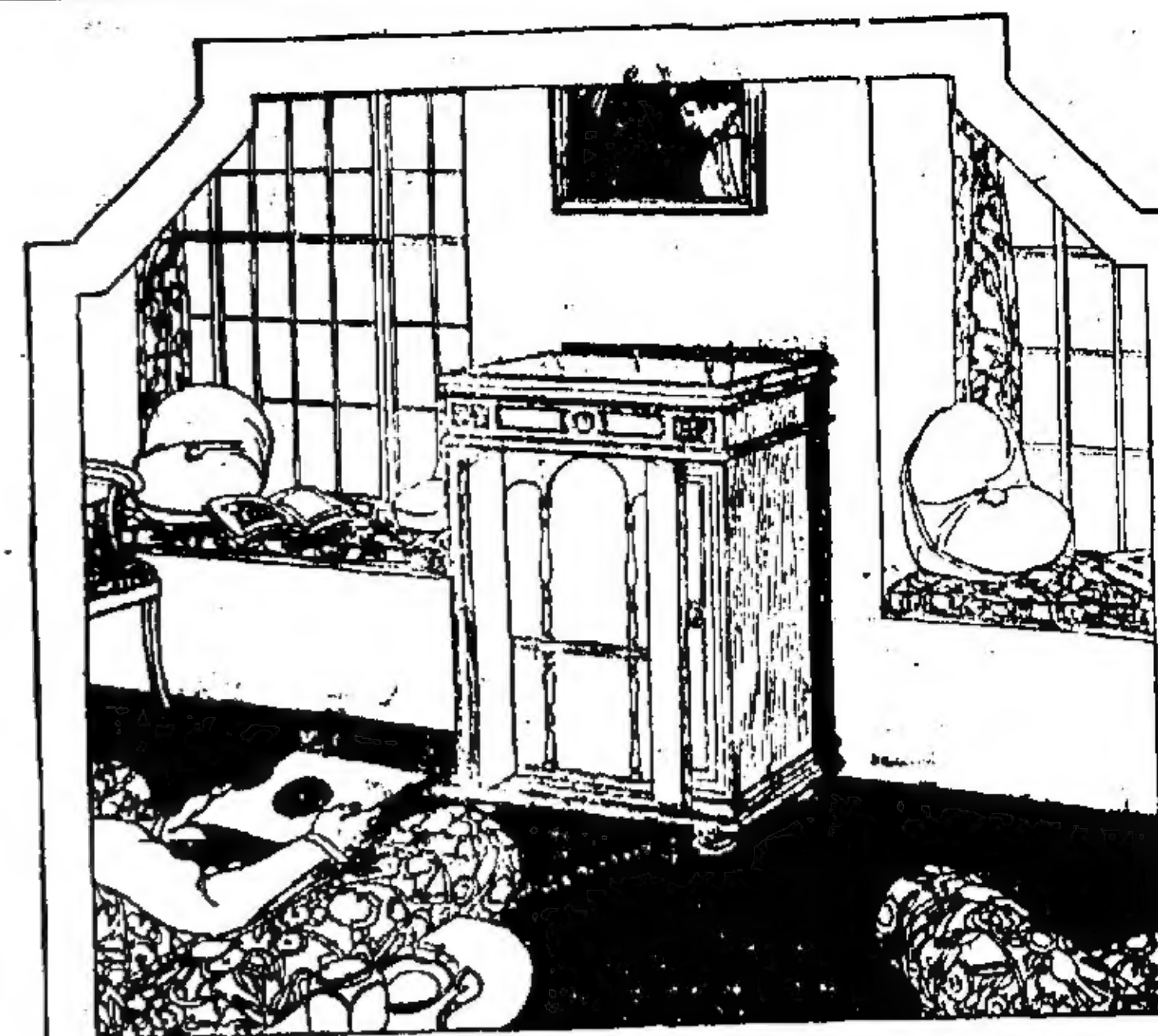
Mr. Song Ong Siang, member of the Legislative Council, Straits Settlements.

#### O.B.E.

Mrs. Charlotte Ferguson Davies in recognition of services in the Straits Settlements.

#### I.S.O.

Mr. Charles Perkins, Assistant Surveyor-General, Straits Settlements and Federated Malay States.



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### Lieut.-Comdr. G. C. Congreve.

Lieut.-Comdr. Geoffrey Cecil Congreve is nominally attached to H.M.S. *Victory* but since November 1916 has been employed on the river Severn survey duty. He was appointed Lieut.-Comdr. in June, 1926.

#### Mr. Ernest Craig.

Mr. Ernest Craig, Unionist M.P. for Crewe from 1912 to 1918 and since 1924. A mining engineer and coal owner, he has published books on his special subject.

#### Mr. R. J. Neville.

Mr. Reginald James Neville was Conservative M.P. for Wigan, from 1910 to 1918 and for East Norfolk since 1924. The eldest son of a judge of the High Court of Calcutta, he took up law as a profession and was called to the Bar in 1887. He is a Director of the Gas Light and Coke Company.

### COMMANDER OF THE BATH.

#### Air Vice-Marshal Brooke-Popham.

Air Vice-Marshal Henry Robert Moore Brooke-Popham, A.F.C., D.S.O., is the Air Officer commanding the Fighting Area of the Air Defences of Great Britain since 1926. He entered the Army in 1898 and joined the Royal Flying Corps in 1912. He served in the war with distinction, receiving a number of decorations, and was Commandant of the Royal Air Force Staff College from 1921 to 1926.

#### Sir Samuel Wilson.

Brigadier-General Sir Samuel Herbert Wilson, K.C.M.G., has been Permanent Under-Secretary of State for the Colonies since 1925. Joining the Royal Engineers in 1883 he had a distinguished Army career, and during the war saw much active service, being mentioned in despatches seven times and receiving several foreign decorations. During the war he also served as Principal Assistant Secretary to the Overseas Defence Committee, the Home Ports Defence Committee, and the Imperial Communications Committee. After the war he was appointed Governor of Trinidad and Tobago and later Captain-General and Governor-in-Chief of Jamaica.

### GRAND CROSS OF ST. MICHAEL AND ST. GEORGE.

#### Sir Robert Baden Powell.

Lieut.-General Sir Robert Baden-Powell first came into prominence as the defender of Mafeking in the South African War. He is most famous, however, as the founder of the organisation of Boy Scouts and Girl Guides to promote good citizenship in the rising generation. Sir Robert is the author of a number of books on scouting. He is the holder of numerous British and foreign decorations and was made a baronet in 1922.

### The Rajah Of Sarawak.

His Highness Charles Vyner Brooke, Rajah of Sarawak. Educated in England, he joined his father in Sarawak to study the duties of Government. Sir Charles Brooke now rules over a population of 500,000 souls and a country of 40,000 square miles. He has led several expeditions into the interior of the country to punish head hunters.

#### Sir John Tilley.

The Rt. Hon. Sir John Anthony Tilley, P.C., K.C.M.G., has been Ambassador to Tokyo since 1926. Entering the Foreign Office in 1883, Sir John Tilley has seen much service at Home and abroad. He has acted as British delegate to arms conferences in Europe and frontier conferences in Africa.

### COMMANDER OF ST. MICHAEL AND ST. GEORGE.

**Emir Abdullah Of Trans-Jordan.**  
The Emir Abdullah of Trans-Jordan is the second son of King Hussein. He was appointed Emir in 1921. Trans-Jordan consists of three districts and is under the same mandate as Palestine. The emirate has an Arab population of about 240,000.

### COMMANDER OF THE ROYAL VICTORIAN ORDER.

#### Sir Francis Dicksee.

Sir Francis Dicksee has been President of the Royal Academy since 1924. He is the painter of some of the most popular pictures of the generation, among them being "Harmony," "Romeo and Juliet," "The Passing of Arthur," "The Funeral of a Viking" and "The Two Crowns." He was knighted in 1925.

### DAMES GRAND CROSS OF THE BRITISH EMPIRE.

#### Princess Mary.

Princess Mary Viscountess Lascelles, the only daughter of the King and Queen, married the eldest son of the Earl of Harewood in 1922 amid remarkable demonstrations of popular satisfaction. Her Royal Highness takes a great interest in charitable and other public work and is one of the most popular members of the Royal Family.

#### Dame Nellie Melba.

Dame Nellie Melba, the famous soprano and operatic singer who takes her name from her native city of Melbourne. Dame Nellie Melba was made a D.B.E. in 1918 for her work on behalf of war charities. She appeared for the last time in opera on June 8th, 1926, and held a farewell concert in the Albert Hall the same month.

### ROYAL AIR FORCE CROSSES.

Messrs. Leete and Stack for flying in a light aeroplane from London to Delhi.



## STIRRING MILITARY PAGEANT.

THE BIG NAVAL, MILITARY AND AIR FORCE DISPLAY.

THOUSANDS WITNESS REVIEW AT THE VALLEY.

## SEARCHLIGHT TATTOO AND RECEPTION AT GOVERNMENT HOUSE.

Yesterday the Colony celebrated His Majesty King George the Fifth's Birthday. It was observed in a manner without parallel in the Colony, the presence of the unusually large number of Service men making it possible to stage a stirring and impressive Naval, Military and Air Force pageant of a kind that has never been witnessed here before.

There was a brilliant review of 4,000 men, and although there has been every year a King's Birthday Parade at Hong Kong, it has never been possible to hold one on the scale seen yesterday morning.

The sun shone with tropical brilliance. It was uncomfortably hot both for spectators, and the central figures of the review, but many thousands—exact figures are impossible to estimate—crowded every point of vantage—stands, banks, hillsides and house-tops. Of these many arrived on the scene at a very early hour. Last year there were estimated to be about 15,000 to 20,000 spectators. This year there were more than double that number.

A feature of the review was the appearance of the Air Force, and the planes gave a thrilling display, dipping to the salute in squadrons of three and carrying out daring stunts after the parade. There were five flights of three each.

Warships and British merchant vessels in port "dressed" ship, and at noon a Royal Salute was fired by warships. Business houses and Government Departments were, of course, closed down.

"Ladies' Day" was observed at the Hong Kong Club. H.E. the Governor and Lady Clementi attending the special tiffin. In the evening H.E. the Governor and Lady Clementi held a reception at Government House, which was brilliantly illuminated and decorated for the occasion. Special features were introduced into the programme and about 1,200 guests were present. The concluding public item was a magnificent searchlight tattoo by the Navy.

## SCENE AT HAPPY VALLEY.

## PAGEANT OF EXTRAORDINARY BRILLIANCE.

The sixty-second birthday of His Majesty King George V. was honoured yesterday at Happy Valley by a display of Britain's naval and military power that in grandeur has never been equalled in the Colony's 85-year history.

Seven regiments, the Royal Marines, Sailors under arms and a number of details were the 4,000 actors upon a vast stage—more than a quarter of a mile long—yet not large enough to dwarf the drama that was enacted upon it before a crowd of between 30,000 and 40,000 people.

Here in Hong Kong, 10,000 miles from Britain, His Majesty's birthday was observed as loyally and impressively as in the heart of the Empire. The magnificence of London's pomp and pageantry cannot be reproduced anywhere else in the world—South China's sun forbids the blue and scarlet, the bearskins, the steel cuirasses and plumed helmets of London's crack regiments; but wherever the Union Jack flies over a British colony, the British Army can be relied upon to emerge from its efficient but drab work-a-day shell on great State occasions.

Yesterday's ceremonial did not lack colour; it was a pageant of extraordinary brilliance—a brilliance enhanced by exotic surroundings and blinding sun.

Although His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.) was not due to arrive until nearly 9 o'clock, a crowd of several thousands had gathered in the Valley before 7.30, and when the first detachments arrived the stands were already half full.

At 7.40 the Punjabis arrived, followed soon after by the Welch Regiment, which entered upon "Men of Harlech." Then came the King's Own Scottish Borderers and the Northamptonshire Regiment.

## THE ORDER OF PARADE.

By this time there were about 10,000 people on the ground, and the Valley echoed to the beat of drums. At 8.20 came the Camerounians and the Scots Guards, with colours flying and bayonets fixed. After them marched the Bluejackets—four companies from the First Cruiser Squadron of the Royal Navy, and other warships, accompanied by six field-pieces. At 8.30 the Royal Marines with their white tops and facings entered the Valley to the tune of "A Life on the Ocean Wave." The ranks of soldiers now extended from one end of the Valley to the other in the following order of parade:

Royal Navy, Royal Marines, Royal Artillery, Royal Engineers, 2nd Batt. Scots Guards, the Queen's Own Regiment, 3rd Batt. Welch Regiment, 1st Batt. Northamptonshire Regiment, 2nd Batt. King's Own Scottish Borderers, 1st Batt.

Camerounians, Hong Kong Volunteer Defence Corps, 5th/2nd Punjabis, and the Hong Kong Mule Corps.

The gun crews with the unlimited guns stood at the townward end of the Valley and beyond them stretched square upon square, rank upon rank of men to the farthest corner. All the troops were then assembled.

The long barrels of the field-pieces, the thousands of bayonets and the drawn swords of the Officers caught the brilliant rays and flashed like heliographs; at the head of every regiment the Ensigns held aloft the Colours, now stripped of their drab casings and fluttering proudly.

The snowy-white of the Sailors' uniforms, the white tops of the Marines, the red-tipped turbans of the Indian regiments and the red of the Royal Stuart tartan diversified the long, dust-coloured ranks like bright flowers in a desert; and far away on the other side of the Valley scores of brilliant sunshades showed that already the owners of houses half-a-mile distant were awaiting the opening of the pageant. Nearer at hand the roofs of every building swarmed with spectators and every point of vantage was occupied. Aeroplanes hovered and swooped high up in the air.

The stage was now set for the arrival of His Excellency the Governor.

## H.E. THE GOVERNOR'S ARRIVAL.

Shortly before 9 o'clock His Excellency, accompanied by his aide-de-camps, rode up to the saluting base and on his arrival the Union Jack was immediately run up. His Excellency had been escorted from Government House by the Mounted Infantry Company of the H.K. V.D.C. He was met and conducted to the saluting base by Major-General C. C. Luard, C.B., D.S.O., G.O.C. (South China Command). The following Mounted Brigade Commanders awaited him: Capt. L. D. T. McKinnon, H.M.S. Danes, Col. W. C. P. Russell, D.S.O. (R.A.), Lieut.-Col. E. E. P. MacKintosh, D.S.O. (R.E.), Col. B. N. Sergeant-Brooke, C.M.G., D.S.O. (15th Infantry Brigade) and Lieut.-Col. L. J. Comyn, D.S.O. Comdr. H. M. Sprackley, H.M.S. Fro-bisher, was officer-commanding the Naval battalion, and Major F. A. Hamar commanded the Royal Marines.

Other officers were: Rear-Admiral W. H. D. Boyle, C.B., Capt. T. F. P. Calvert, D.S.O., Commodore J. L. Pearson, C.M.G., Paymaster-Comdr. H. Rogers, O.B.E., Group-Capt. Robertson (Fleet Aviation Officer), with all Cruiser Captains on the right, and the G.O.C.'s Staff, comprising Lieut. R. Q. F. Johnston, A.D.C., Major F. C. Roberts, V.C., D.S.O., O.B.E., M.C., and Major J. Macready, D.S.O., the Heads of Departments, Lieut.-Col. S. Boylan Smith, D.S.O., O.B.E., Lieut.-Col. F. A. Cardew, Lieut.-Col. H. Riley, Lieut.-Col. F. J. Bell, Major G. L. Peterson, O.B.E., Major F. Hogg, and the Rev. G. F. Stopford (C.F.), on the left.

## THE ROYAL SALUTE.

A deep silence now fell upon the vast crowd and upon the tense, eager forces—a silence as profound and impressive as the London observance of Armistice Day. The silence was soon broken by a heavy roar from the first gun of the Royal Salute and the echoes rolled ponderously up the slopes of the Valley. Then came another roar and another roar and another, until seven guns had been fired, each accompanied by a lurid flash and a gust of blue smoke.

While the smoke was still drifting over the heads of the soldiers, the first *Feu-de-Joie* was fired. A fierce rattle of rifle fire ran down the quarter-mile long ranks and back again with magnificent precision.

Then the massed bands—under the direction of Mr. H. E. Dowell, L.R.A.M., Bandmaster of the Camerounians—struck up "God Save the King." The National Anthem sounded all the more grand and stirring because the King was 62 that day.

Again the guns boomed seven times, and after each roar all eyes were fixed upon the bluejackets as they swabbed out and reloaded.

Again came the *Feu-de-Joie*, and yet again. Then each man snatched off his hat and a great roar of "Hurrah, hurrah, hurrah" rang out—a birthday present of three cheers for His Majesty.

Suddenly everyone was peering skyward as from a height of a thousand feet one detachment of aeroplanes after another swooped down to within 200 feet of the ground with a high-pitched raucous sound. Then the planes faded away in the distance.

By this time the sailors had limbered up the guns and were dragging them in a sweeping rank towards the saluting base. Before them marched the band of the Naval Volunteers playing "Hearts of Oak," and after them came four companies of Bluejackets, their bayonets flashing. Then the Marines marched down to the tune of "A Life on the Ocean Wave." The khaki ranks approached and the band gave the "British Grenadiers." The Scots came and the pipes began to skirl, now faintly, now loudly and as the wind willed.

The glorious spectacle was over at last. The crowd melted and the troops marched back to barracks.

## REFRESHMENTS BEFORE RETURN.

Never was a cool drink more appreciated than it was by the troops and naval men at the conclusion of yesterday's parade at Happy Valley. As they filed off the centre of the Valley they were arranged in groups and fatigue parties appearing with big crates of mineral waters, each man being served with a bottle.

The men then reformed ranks, and the units marched off headed by their respective bands, making the return journey to the City by Queen's Road East, Wanchai. The route was lined with spectators.

## FIRST AID ARRANGEMENTS.

## MEN STAND THE HEAT WELL.

Although, fortunately, their services were not demanded to any great extent, the Ambulance units present provided an excellent safeguard for any emergency which might arise, especially in view of the intense heat, and the huge crowd.

Over 100 members of the St. John Ambulance Brigade, drawn from all the Hong Kong Divisions, were on duty at the Race Course to attend to casualties. The special arrangements included a motor cycle ambulance patrol along the line of march from the City to the Valley, and the establishment of a first-aid station in the stand at the Race Course. Dr. (Mrs.) Minnett was present to attend to ladies requiring assistance.

There were one or two cases of indigestion overcome by the heat, but so far as can be learned there were no casualties among civilians present.

The R.A.M.C. were present to take care of the Naval and Military Forces. Happily, the men stood the heat well, but a few of them had to be attended to.

## REFRESHMENTS AND BREAKFASTS.

## ENTERPRISING CHINESE BOYS.

The refreshment buffet for cool drinks in charge of Messrs. Lane, Crawford, Ltd., did a particularly brisk trade for over two hours. Another enterprise by the same firm was the provision of breakfasts at the Race Course for those who had ordered them in advance. Needless to say "early birds" who had been there for some time before the parade commenced were glad to take advantage of this opportunity of securing a good view-point and a good breakfast as well.

## FANS FOR SALE.

A number of Chinese boys with much enterprise appeared on the scene with fans, for which they found a quick sale at ten cents each. Their goods were insufficient to meet the demand, especially among the ladies, while a good many men were not at all loath to secure one.

## A BIG CROWD.

## EXCELLENT TRAFFIC ARRANGEMENTS.

Local transport facilities were taxed to their utmost by the enormous crowd at the Valley.

A start was made for the Valley by many Chinese enthusiasts as early as 6 a.m. Those travelling by tram, public motor-car, taxi, or ricksha up to 7.30 were able to ride to the Race Course in comfort, but those making the journey at a later hour, found difficulty in procuring any conveyance. Many had to walk part of the way, and others the whole distance, but the review was worth it! Every road led to the Race Course yesterday morning, and every kind of local vehicle was to be seen on the highways. Never has so large an assembly been seen at the Valley, every available inch of the stands, banks and verandahs overlooking the Course being taken, while even up on the hillsides above the Valley were spectators witnessing the scene from afar.

The Hong Kong Tramways Company made excellent arrangements to cope with the traffic. They diverted many extra cars to the route, but even the constant service was unequal to the demand. Every tram was packed. It was the same story returning, and it took over an hour in some cases to reach the Central district owing to unavoidable congestion.

Special trains were run on the Peninsula to bring people in from the New Territories, and the ferries were crowded. During the day's preceding the parade the river steamers had been bringing down many passengers for the function.

It should be mentioned that thanks to the effective handling of traffic by the Police Traffic Department, assisted by the special Police Flying Squad, no accidents were reported, a fact that speaks wonders for the police, and also the good sense of those using the roads.

## NAVY'S SALUTE.

All warships in harbour, and also merchant vessels dressed ship in honour of the occasion, and their fluttering flags presented a pretty sight in the brilliant sunshine. At noon the customary salute of 21 guns were fired by the cruisers in honour of His Majesty the King.

## AT THE HONG KONG CLUB.

## H.E. THE GOVERNOR PRESENT AT TIFFIN.

As usual on this occasion the Hong Kong Club was open to members' wives, daughters, and lady friends from 10 a.m. to 3 p.m. From 1.30 a.m. to 3 p.m. the band of the 2nd King's Own Scottish Borderers played in the Main Hall, and at noon the Health of His Majesty the King was submitted by H.E. the Governor. Mr. F. C. Hall (Vice-Chairman of the Club) presided in the absence of the Chairman of the Club, Mr. R. M. Dyer, who has just gone on home leave.

Tiffin followed, at which there was a company of about 350. There were 20 guests at the Chairman's table, and they included H.E. the Governor and Lady Clementi, Capt. C. H. Steele (A.D.C.), Capt. Forster (Private Secretary), the Hon. Mr. W. T. Southern, C.M.G. (Colonial Secretary) and Mrs. Southern, Mrs. Hall, the Hon. Mr. Justice J. B. Wood and Mrs. Wood, the Hon. A. C. Hynes, the Hon. Mr. W. E. Shenton, Lieut.-Col. L. J. Comyn, C.M.G., and the Hon. Mr. E. D. C. Wolfe (C.S.P.).

## RECEPTION AT GOVERNMENT HOUSE.

## OVER 1,000 GUESTS PRESENT.

## FINE SEARCHLIGHT TATTOO.

The Birthday celebrations were concluded by the customary reception at Government House given by H.E. the Governor and Lady Clementi, who were attended by Capt. C. H. Steele (A.D.C.), Capt. B. L. Forster (Private Secretary), and Honorary A.D.C.'s from the Army and Navy.

New features were introduced, and there was in addition a very fine searchlight tattoo by the British warships in port.

Between 1,800 and 1,700 guests were invited, one of the largest, if not the largest gathering held at Government House. The guests included, of course, members of the Councils, Heads of Government Departments, local residents, including prominent members of the Chinese community.

Guests were received at 9.30 and at 10 p.m. Following the conclusion of the searchlight tattoo, the pipes, bugles and drums of the 1st Camerounians, entered the main entrance in a torchlight procession, and there was the torchlight dancing by picked men from the Camerounians, an item keenly appreciated by all present.

On the lawn at the back of Government House there was marching and counter-marching by the pipes, and drums of the Camerounians, while reels and strathspeys were carried out.

The band of the King's Own Scottish Borderers played in the grounds, while for the dancing in the beautifully decorated ball room, the music was provided by the Lyric Orchestra.

Government House and the lawns were specially decorated for the occasion with coloured electric lights, a feature of the lighting effects being the "G.R." and royal crown picked out in a blaze of electricity and facing the harbour.

The decorations, especially the lighting effects, and the coloured lights between the fernery and foliage in grounds and house, proved most picturesque.

The decorative scheme was most attractive. Except for the ferns, and flowering plants arranged in the entrance hall, on the stairs leading to the ball-room and in the ball-room itself, it was entirely Chinese in conception.

In the outer porch, under the verandah leading to the ladies' and gentlemen's cloak room, in the main hall and in the ball-room Chinese "Fish" lampshades and lanterns of all shapes and sizes and colours were suspended.

## SEARCHLIGHT TATTOO.

Needless to say the searchlight tattoo was watched by thousands, both Europeans and Chinese, and the latter especially thronged the Praya and the Reclamation. The automaton precision of the searchlights, as they circled harbour, shipping and land and then swept skywards, was wonderful to witness.

The searchlight display was similar to that carried out on Wednesday night and lasted from 9.30 to 10 o'clock.

## INDIAN COMMUNITY'S LOYAL GREETINGS.

Mr. V. Rupchand, of the Pioneer Silk Store, on behalf of the Colony's Indian Community cabled birthday congratulations to the King. "God Save the King," in coloured lights and flags decorated the front of the Pioneer Silk Store in honour of the day. The interior of the store was also tastefully decorated. The Pioneer Silk Store was closed yesterday in honour of the occasion.

## CAFE PARISIEN CELEBRATION.

At the Cafe Restaurant Parisien yesterday there was a special musical programme provided from 10.30 a.m. to 12.30 p.m., while a special celebration tiffin was served at \$1 per cover. There was a tea dance in the afternoon, and a dinner-dance at night, with special music a feature at each function. At the Hotels there were the usual tea and dinner dances.

Wm. POWELL, Ltd.

PHONE C. 4578

THE MOST CONVENIENT FURNISHING ESTABLISHMENT IN HONG KONG

JUST ARRIVED



SEE WINDOWS



THE PICNIC SEASON HAS STARTED Let

BEAR BRAND MILK

serve all your needs.

It is delicious in Ice Cream. Can be carried with no inconvenience for use in Tea or by itself—Children love it and it is absolutely safe. [A.P.S.]

SOLE AGENTS:  
A. B. MOULDER & CO.  
On Sale at all Stores.

The Viva-tonal Columbia

The only Gramophone that is supported by scientific proof.

Hear it at

THE ANDERSON MUSIC CO., LTD. ST. GEORGE'S BUILDING.

ASK FOR MO SHEUNG CIGARETTES.

They have rapidly come into favour with discriminating smokers owing to their delightful flavour and aroma.

Only well-matured Virginian tobacco used. On sale at all tobacconists.

NANYANG BROS. TOBACCO CO. [A.P.S.]





## INTIMATIONS.

## NOTICE.

**MONIES** Up to \$30,000 are available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.

Apply Messrs DEACONS,  
Princes Buildings,  
499B.

## BASEBALL.

AT THE HAPPY VALLEY  
DIAMOND.

SUNDAY, JUNE 5th.

ALL STAR FILIPINO TEAM

Versus

ALL HONG KONG.

MONDAY, JUNE 6th

ALL STAR FILIPINO TEAM

Versus

U.S.S. "HELENA."

GAMES START 4 P.M.

ADMISSION TO STAND 50 CENTS.  
Ladies by Courtesy.

A Few Reserved Seats can be had at \$1.  
Booking at KOWLOON TOBACCO  
KIOSK, Kowloon Hotel, Telephone K.  
1227.

(NOTE:—A Charge for Admission of  
Ladies to Reserved Seats will be made).  
[5000]

## HONG KONG JOCKEY CLUB.

**THE FOURTH EXTRA RACE**  
MEETING will be held (Weather  
Permitting) at HAPPY VALLEY on  
SATURDAY, 4th JUNE and MON-  
DAY, 5th JUNE, 1927. Commencing  
at 2.45 P.M. on Both Days. The First  
Bell will be rung at 2.15 P.M.

The Charge for Admission to the  
Public Enclosure will be \$1.00 Per Day  
for all Persons including Ladies, Soldiers  
and Sailors in Uniform. Half Price.  
Members are advised that they must  
show their Badges to obtain Admission  
to the Members' Enclosure.

Each Member has the right to in-  
troduce 2 Non-members to the Members'  
Enclosure. Tickets for whom can be  
obtained from Messrs. LINTSEAD & DAVIS  
at \$5.00 Each Per Day up to THURS-  
DAY, 2nd JUNE, 1927.

The Charge for Admission for Ladies  
to the Members' Enclosure will be \$2.00.  
Each Member can obtain, upon applica-  
tion to the SECRETARY, Badges for  
Admission of 2 Ladies Free of Charge.  
[4973]

HONG KONG & SHANGHAI  
BANKING CORPORATION.

**NOTICE IS HEREBY GIVEN**  
that Certificate No. 5/N/8848  
dated Hong Kong, 20th July, 1923, for  
Twelve Shares, Numbered 130530/130541  
inclusive, and Certificate No. 5/N/8849  
dated Hong Kong, 6th April,  
1925, for Six Shares Numbered 56748 to  
56753 and 131549 inclusive, all registered  
in the Name of ALFRED MAURICE  
CHAMBERLAIN, have been LOST OR  
STOLEN, and should these Certificates  
not be produced to the Bank before the  
10th JUNE, 1927, New Certificates  
for the Shares will be issued and the  
aforesaid Certificates Nos. 5/N/8848 and  
5/N/8849 will be thereupon treated  
by this Corporation as Null and Void.

By Order of the Court of Directors,  
A. C. HYNES,  
Acting Chief Manager.  
Hong Kong 11th May, 1927. [4909]

## PUBLIC AUCTION

BY ORDER OF THE MORTGAGEE.

VALUABLE LEASEHOLD  
PROPERTY.

**SITUATE** at VICTORIA, HONG KONG,  
registered at the Land Office as  
SECTION A of INLAND LOT No. 17.  
Together with all Buildings thereon  
known as Nos. 38 & 40, Queen's  
Road Central and No. 1, Stanley  
Street to be sold by PUBLIC AUCTION  
on Monday, the 20th day of  
JUNE, 1927, at 3 o'clock P.M., by Mr.  
E. V. M. R. De Sousa, the Auctioneer,  
in his Auction Room, No. 4, Duddell  
Street, Hong Kong.

For further Particulars and Conditions  
of Sale, Apply to:—Dr. S. W. Tsao,  
Solicitor for the Vendor, No. 26,  
Des Voeux Road Central or to Mr. E.  
V. M. R. De Sousa, the Auctioneer,  
Hong Kong, the 19th day of May, 1927.  
[4938]

## SHOPS TO LET

85/84, NATHAN ROAD,  
KOWLOON.

## OFFICES TO LET

STEPHENS BUILDING,  
67/69, DES VOEUX ROAD  
CENTRAL,  
AND  
PRINCE'S BUILDING,  
CHATER ROAD.

APPLY TO A. J. DAVID,  
PRINCE'S BUILDING,  
CHATER ROAD. [25]

## INTIMATIONS.

CHINA SUGAR REFINING  
COMPANY, LIMITED.

## NOTICE.

**THE FORTY-NINTH ORDINARY  
ANNUAL MEETING** of the  
SHAREHOLDERS of the above Com-  
pany will be held at the Office of the  
General Agents, PRINCES STREET,  
on TUESDAY, 7th JUNE, 1927, at Noon,  
for the purpose of receiving the Report  
and Statement of Accounts for the Year  
ending 31st DECEMBER, 1926.

The TRANSFER BOOKS of the  
Company will be CLOSED from 26th  
MAY to 7th JUNE, 1927, Both Days  
inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Agents,  
Hong Kong, 16th May, 1927. [4932]

PEAK TRAMWAYS COMPANY,  
LIMITED.

**NOTICE IS HEREBY GIVEN**  
that the ANNUAL ORDINARY  
GENERAL MEETING of SHARE-  
HOLDERS of the above Company  
will be held at the HONG KONG HOTEL,  
Hong Kong, on THURSDAY, 8th  
JUNE, 1927, at 11 A.M., for the purpose  
of receiving the Report of the Directors  
together with Statement of Accounts  
for the Year ended 30th April, 1927.

The TRANSFER BOOKS of the  
Company will be CLOSED from  
SATURDAY, 4th JUNE to FRIDAY,  
10th JUNE, 1927, Both Days in-  
clusive.

JOHN D. HUMPHREYS & SON,  
General Managers,  
Hong Kong, 30th May, 1927. [4974]

HONG KONG CRICKET CLUB.  
NOTICE.

**NOTICE IS HEREBY GIVEN**  
that an EXTRAORDINARY  
GENERAL MEETING of MEM-  
BERS will be held in the PAVILION  
of the HONG KONG CRICKET CLUB, Vic-  
toria, Hong Kong, at 5.30 P.M. on FRI-  
DAY, 10th JUNE, 1927, for the purpose  
of considering and, if thought fit, ap-  
proving the following Resolutions:—

(1) That the Committee be and are  
hereby authorized to take the  
necessary steps to add a Second  
Storey to the Pavilion and make  
such alterations and improve-  
ments to the existing building as  
may be deemed advisable.

(2) That the Committee be and are  
hereby authorized to borrow  
such sums of Money and make  
such Financial arrangements as  
may be required from time to  
time to carry out the work  
approved by Resolution No. 1.

By Order of the Committee,  
L. E. GREENHILL,  
Hon. Secretary.  
[4991]

LANE, CRAWFORD'S  
RESTAURANT

By KIND PERMISSION OF  
CAPT. MACKINNON, R.N.

THE VERSATILE DANCE  
BAND AND CONCERT  
PARTY

WILL PLAY

ORCHESTRAL AND DANCE  
SELECTIONS

INTERSPERSED WITH

## MALE VOICE QUARTETTES

## VIOLIN AND CORNET SOLOS

AND

## VOCAL SOLOS.

DURING AND AFTER DINNER

ON

SATURDAY, JUNE 4TH.

USUAL RESTAURANT CHARGES

DINERS WILL HAVE OPPORTU-  
NITIES FOR DANCING. [4995]

BEAUTIFULLY situated house  
standing within own spacious  
grounds (30 cents by chair or 40 cents  
by taxi to reach same) will accept young  
family or two bachelors for large front  
room possessing broad verandah and  
good outlook, private bath with hot and  
cold water, etc. Service and food included  
if required. Moderate price to nice  
people. One self-contained furnished  
flat mid-level available by taxi near to flat  
or to door by chair 40 cents for bachelors'  
mess or young family. Service and food  
if required. Excellent view and small  
garden. Airy position. Modern house  
not far from beach and on motor bus  
route, possessing garage has two flats  
furnished possessing modern bathrooms,  
fully equipped, flush, hot and cold  
water, broad verandah having excellent  
views. Possibly available to bachelors  
as mess or single rooms with private  
bathrooms with breakfast and service or  
full board. We also have houses and  
flats furnished or unfurnished in other  
localities.

CALL

HONG KONG SMALL INVESTORS  
SHARE & REAL ESTATE CO.

Or Tel. C. 4630.

## INTIMATIONS.

## DEWAR'S

"WHITE  
LABEL"

## FINEST

## SCOTCH WHISKY

Awarded 50 Gold

and Prize Medals.

OF GREAT AGE.

As supplied to the Houses of

Lords and Commons.

SOLE AGENTS:

A. S. WATSON

& CO., LTD.

HONG KONG DISPENSARY.

[50]

FOR SALE OR TO BE LET

UNFURNISHED.

No. 27, PEAK, PLUGGARD ROAD.

EIGHT ROOMED HOUSE, with

Central Heating, Five Bedrooms,

Four Bathrooms, Three Drying Rooms,

Modern Sanitation, Grass Tennis Court

and Garden.—Possession MAY 1st.

Apply: LINTSEAD & DAVIS,

ALEXANDER BUILDINGS. [4976]

FURNISHED FLAT on PEAK TO

LET: Two Bedrooms with Bath-

rooms, Two Reception Rooms and

enclosed Verandah. Modern Sanitation.

Immediate Possession.—Apply Box 4796,

c/o Hongkong Daily Press. [4796]

BIRTH.

DAY.—On June 3rd, DORRIS, wife

of H. M. A. DAY, Royal

Marines, of a daughter. [5001]

Hong Kong Office: 1A, Chater Rd.

London Office: 21, Bride Lane,

Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JUNE 4th, 1927

THE MILITARY TANGLE.

THE military tangle in China is

becoming so complicated that it is

almost useless to attempt to un-

ravel it. There are so many parties,

so many factions, so many generals

jumping from one side to another

or declaring their independence

vis-a-vis everyone that it is im-

possible to get a clear idea of the

situation or to state definitely at

what particular goal the different

armies are aiming.

General CHIANG KAI SHEK, who

may be said to have the most pro-

vinces under his control, is pre-

sumably driving northward through

Shantung to Tientsin and Peking.

His opponents are General CHANG  
TAUNG CHANG's troops. But the  
Hankow Southerners, under the

leadership of General TANG SENG  
CHI, are also endeavouring to

make their way to the North and  
in Honan are in constant grips

with the Fengtien armies under  
CHANG TSO LIN. CHANG TSO LIN

and CHANG TAUNG CHANG are close  
allies. CHIANG KAI SHEK and the

Hankow forces, if we are to believe  
their own protestations, are sworn

enemies. Thus we have the curious  
spectacle of the two Southern

armies, directly opposed to one an-  
other in policy and everything else,

battering against the Northern  
allies and, presumably, helping one

another indirectly as a consequence.  
The supposition is that if they are

both successful the ground will be  
cleared for a good set-to between

themselves. This, however, is neither the  
beginning nor the end of the com-

plexities. General YANG SEN, the  
Szechuan leader, whose high hand-

ed action in holding up British  
vessels and shooting at the rescue

parties led to the bombardment of  
Wanhsien is now an ally of CHIANG

KAI SHEK. His assistance is not  
generally regarded as of much im-

portance to anyone, but however  
this may be, he is reported to be

hastening towards Hankow in  
order to attack from the rear the

Hankow southern army now in the  
centre of Honan. By so doing he

will embarrass the Southern Com-  
munists in their fight with the

North and should, therefore, in-  
cidentally relieve the pressure on

the Fengtien troops and leave them  
freer to co-operate with their ally

CHANG TSOUNG CHANG who is endea-  
vouring to withstand CHIANG KAI

SHEK. Thus General YANG SEN's  
move should, in a roundabout way,

be more detrimental than helpful  
to his friends.

Then there is the Christian  
General, FENG YU HSIAO, to be

taken into consideration. He is  
supposed now to have discarded

Bolshevism and to be waiting an  
opportunity of attacking the Feng-

tien troops more or less as a sup-  
porter of CHIANG KAI SHEK. By

so doing he will assist the Hankow  
Communists in so far as his action

will leave them free to turn round  
and rend YANG SEN. If everything

went according to rule CHIANG KAI  
SHEK's two allies—YANG SEN and

FENG YU HSIAO—would engage  
the two armies both opponents of

CHIANG KAI SHEK which are now  
occupied in fighting one another.

Cui bona! Obviously it would  
appear much simpler to allow the

Public Vaccinators appointed by  
H.E. the Governor are Mr. Mui  
Cheung Yin and Mr. Wong To Pui.

The weekly lunch and bathing  
picnic of St. Peter's Young Men's  
Club takes place to-day, the lunch

leaving Queen's Pier at 3.30 p.m.

H.E. the Governor has appointed  
Mr. J. J. Hirst, Assistant Super-  
visor in the Botanical and Forestry

Department, to be Forest Officer,  
with effect from June 1st.

The current Government Gazette  
publishes a list of places of public  
worship which are licensed for the

celebration of marriages. There are  
23 such places in the Colony.

Police Headquarters observed a  
holiday yesterday with the excep-  
tion of the Criminal Investigation

and Traffic Departments, and  
Charge-room and ordinary duties.

H.E. the Governor has appoint-  
ed Mr. G. R. Sayer to be Superin-  
tendent of Imports and Exports,

with effect from May 28th, during  
the absence on Home leave of Mr.  
J. D. Lloyd.

In yesterday's Government Gazette  
is set out in detail new regulations  
made by the Governor-in-Council

under the Post Office Ordinance,  
the principal change being a new  
schedule of parcel post rates.

Mr. W. E. L. Shenton has been  
appointed provisionally, and sub-  
ject to His Majesty's pleasure, to

be a member of the Executive and  
Legislative Councils, during the  
absence from the Colony of the

Hon. Sir Henry Pollock, K.C.  
It is notified in the Government  
Gazette that, at the expiration of

three months, the Radio Communi-  
cation Company (Orient), Ltd.,  
will, unless cause is shown to the

contrary, be struck of the register  
and the Company will be dissolved.

Yesterday evening many local  
Chinese booked passages for Can-  
ton, where the dragon-boat will be

officially patronized to-day for the  
first time since the Republic was  
inaugurated. All villages round

Canton have promised to send one  
or more boats.

The Government Gazette notifies  
that to-day (Saturday) is a public  
holiday, but the Police Magistrates'

Departments are excluded from the  
operation of the Holidays Ordin-  
ance, 1912, Ordinance No. 5 of 1912.

Therefore, the Police Courts will be  
held this morning as usual.

A first and final dividend is in-  
tended to be declared in the matter  
of John Melville Anderson, deceased.

An order for administration  
in bankruptcy of the said estate  
was made on May 7th, 1927. Credi-

tors who have not proved their  
debts by July 2nd will be excluded.

The acting Chief Justice (Mr.  
J. R. Wood) has by Commission  
signed by him, and dated May

31st, appointed Mr. J. S. Mac-  
Laren, Assistant Treasurer, to be a  
Commissioner to administer oaths

and take declarations, affirmations  
and attestations of honour in the  
Court, so long as he holds the office

of Assistant Treasurer.  
Residents are reminded that the  
Versatile Dance Band and Concert

Party, by permission of Capt. Mac-  
kinnon, R.N., will play orchestral  
and dance selections, interspersed

with male voice quartettes, and  
violin and cornet solos, and vocal  
solos, during and after dinner

at Lane, Crawford's Restaurant  
this evening. There will also be  
dancing.

The departure of Miss Middleton-  
Smith constitutes a real loss to the  
Colony, states the Diocesan Out-

post Supplement, not only to the  
educational work to which she has  
been particularly devoted herself, but

also in the many branches of social  
service in which she has been ac-  
tively engaged. As a member of the

INVESTIGATION BY  
CHIANG KAI SHEK.

## POSITION IN CANTON.

POSSIBLE RETURN OF MR. T.  
V. SOONG.

NO PUBLIC SERVANTS TO  
JOIN TRADE UNIONS.

[FROM OUR CHINESE CORRESPONDENT.]

General Chiang Kai Shek has  
just dispatched a special investiga-  
tor from Nanking to Canton to

report upon the position here. So  
many people have been charged  
with being "Reds" and such

large numbers have been arrested  
at the instigation possibly of per-  
sonal enemies that an investigation

is urgently needed. Many anti-Chiang Kai Shek and  
Li Tsai Hsin posters have appeared  
on the South Bund and in other

Canton streets during the past few  
days. No sooner do the Police  
destroy them than others are posted

up in their place. General Chiang Kai Shek has  
wired Canton approving the action

taken by the Canton Police Chief,  
General Tang Yin Hua, in ousting  
the "Reds" from the Southern

Capital. It may be recalled that,  
soon after the anti-Red campaign  
began charges were filed that cer-  
tain officials used the campaign as

a pretext for getting rid of their  
political opponents. More than 600 men of the 18th  
Division of the Kuomintang Army



SHANSI'S "MODEL GOVERNOR'S"  
VIEWS ON CHINA.

SYMPATHISES WITH BOTH NORTH AND SOUTH.

HAS NOTHING IN COMMON WITH EX-CHRISTIAN  
GENERAL FENG.

SAYS FENG IS STILL ALLIED TO THE SOVIET.

DIPLOMATIC BODY REQUESTS NEUTRAL  
WAR ZONE IN NORTH CHINA.

General Yan, Shansi's "Model Governor," has declared that he has sympathies with both the North and the South. To all appearance, he is fighting or intends to fight for the South, and is (so it has been reported) waiting to attack the Fengtien troops' rear. And he also states that he will have nothing whatever to do with the ex-Christian General so long as he (General Feng) continues his alliance with the Soviet Communists. Shansi's Governor also makes it clear that no matter which side wins, Shansi will retain its "independence."

The Diplomatic Corps, in view of probable hostilities in the vicinity of Peking and Tientsin, are endeavouring to effect an arrangement whereby a neutral zone may be decided upon, primarily for the benefit of foreigners.

General Chang, after his recent reverses on the Tientsin-Pukow line, has gone to Peking to consult with his chief, Chang Tso Lin.

JAPANESE MINISTER AND  
JAPAN'S CHINA POLICY.

(Wah Tze Yut Pao).

SHANGHAI, June 3rd.  
In consequence of his objection to the Government's decision to mobilise troops for Shantung, the Japanese Financial Minister, Mr. Takahashi, has been forced to tender his resignation.

A Japanese military attaché, after an interview with General Yan Shih Shan, Governor of Shansi, has reported to the Japanese Minister that General Yan is sick. With regard to China's present political condition, he said that while he would still keep his independent policy, he was none the less on good terms with the Fengtien Party as well as with the Kuomintang, except with Marshal Feng Yu Hsiang, who was still in alliance with the Soviet. General Yan emphasised that he personally favoured the "Three People's" Doctrine.

Five Foreign Ministers again met on the 2nd inst. to discuss as to joint action on the part of the Powers concerned in dealing with the war in China. A decision was reached that the situation still did not warrant the necessity of a second mobilisation of foreign troops for North China.

## THE LEGATIONS.

QUESTION OF REMOVAL  
FROM PEKING.

[THROUGH REUTER'S AGENCY.]

PARIS, June 3rd.

The *Echo de Paris* states that a few days ago Britain informed the French Foreign Office of the possibility of removing their Peking Legation to Tientsin. The newspaper says that France is disinclined to follow suit since the Powers already have representatives in Shanghai, and they enjoy privileges in Peking which they would not possess elsewhere.

## ON THE YANGTZE.

STILL MARCHING ON  
HANKOW.

[NAVAL WIRELESS.]

ICHANG, June 2nd.

General Yang Sen's troops continue to move down the Yangtze.

HANKOW, June 2nd.

There is no change to report in the situation here.

Chiang Kai Shek Moves.

CHINKIANG, June 2nd.

On Tuesday, General Chiang Kai Shek arrived here from Nanking, which is 50 miles further up the Yangtze. On Wednesday, he left for Sangchow (Yangchow) on the north bank of the Yangtze across from Chinkiang, or Changchow, which is on the railway and 80 miles nearer Shanghai. Chiang Kai Shek is expected to return to Chinkiang (the base for operations of his right wing against Marshal Sun Chuan Fang's troops on the Grand Canal) either to-day or tomorrow.

SHANGHAI'S TROOPING OF  
THE COLOURS.SIR MILES LAMPSON TAKES  
THE SALUTE.

IMMENSE CROWD PRESENT.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 3rd.

Against a background of misty grey skies, through which pierced the lofty spires of Nanking Road buildings, Sir Miles Lampson, the British Minister, took the salute as the British Defence Force—with the Coldstream Guards leading—marched past at the Race Course this morning.

The immense crowd, which included a large contingent of American Marines, witnessed the trooping of the colours, carried out with full ceremony, and cheered as the companies filed past the saluting base. The weather was mercifully cool.

LINDBERGH LEAVES FOR  
PARIS.DESCENDS AT LYMPNE OWING  
TO FOG.RESUMES SHORTLY AFTER-  
WARDS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 3rd.

Flying a British Air Force fighting plane and escorted by two other Air Force planes, Captain Lindbergh ascended at Kenley at 6.30 this morning. While returning to Paris, he descended at Lympne on account of fog. He resumed his journey at 8.15, and was later sighted in the north of France proceeding to the Capital.

RAILWAY DISASTER IN  
FRANCE.

EXPRESS DERAILED.

NINE PERSONS KILLED.

[THROUGH REUTER'S AGENCY.]

PARIS, June 3rd.

Nine persons were killed by the derailment of the Paris-Nimes express near Moulins. All the coaches but four over-turned.

NEW YORK LOAN FOR  
COPENHAGEN.G.\$15,000,000 FOR TWENTY-  
FIVE YEARS.

[THROUGH REUTER'S AGENCY.]

COPENHAGEN, June 3rd.

The Municipality has accepted the offer of the International Acceptance Company of New York of a loan of G.\$15,000,000 at 5 per cent. at the price of 92.25 repayable within 25 years.

## HOLLAND'S CYCLONE.

GELDERLAND PROVINCE THE  
CHIEF SUFFERER.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, June 2nd.

Described by eyewitnesses as an awe-inspiring triangular smoke column with its apex towards the earth, the brief but violent whirlwind in Gelderland was almost as destructive as the Borculo disaster of August, 1925.

The terrified inhabitants, however, had evidently been taught by previous experience, and rushed to their cellars and into the open spaces. Consequently the death-roll is remarkably small, though many persons were injured.

The fury of the blast is instanced by a ponderous railway truck at Neele somersaulting, and being smashed to atoms.

Sixty-eight farms were destroyed in the Lichtenvoorde district alone.

## OBITUARY.

WIFE OF MEXICO'S  
PRESIDENT.

[REUTER'S AMERICAN SERVICE.]

LOS ANGELES, June 3rd.

The death is announced of Mrs. Natalia Calles, wife of the President of Mexico.

NEW YORK'S  
EXCHANGE.

A "SPECTACULAR SESSION."

"BEARS" RETALIATE.

WILD FLUCTUATIONS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 3rd.

With the tape twenty minutes behind, the floor of the Exchange was in a turmoil, as the over-worked brokers struggled frantically to execute a deluge of orders. The stock market witnessed the most spectacular session of the present year, when "bear" traders, goaded to desperation by the steady advance of the past weeks, made a savage onslaught in an endeavour to break the market. Their success, however, was only transitory and after it succeeded in causing recessions from one to six points, some forty representative stocks on the market made a good recovery. Sixty stocks reaching the year's highest rate. The market closed irregular.

MRS. W. K. VANDERBILT  
GRANTED DIVORCE.

[THROUGH REUTER'S AGENCY.]

PARIS, June 3rd.

The Court has granted Mrs. W. K. Vanderbilt a decree of divorce.

## INDIAN DISCOUNT RATE.

[THROUGH REUTER'S AGENCY.]

BOMBAY, June 2nd.

The Imperial Bank of India has reduced the discount rate from seven to six per cent.

## POISONED FOOD.

WOMAN'S DEATH AFTER  
MEAL.

After partaking a meal of pork, chicken and soup, three Chinese became unconscious and were removed to the Government Civil Hospital. Two of them recovered and one, the mistress of the house, died. A post-mortem examination was to be held.

Four people sat down to the meal. The master of the house was feeling unwell and he had only a few spoonfuls of soup. The first indication that something was wrong with the food was felt by the servant who complained of pain in the throat. After the meal and while the cook was cleaning up, he suddenly collapsed. The mistress, a few minutes after, began to reel about the room as if she were drunk. They all became unconscious soon after and were taken to the hospital, where the two servants recovered and the mistress succumbed at 10 a.m. on Thursday.

## SAVING WILD LIFE.

GREAT NATURE RESERVE IN  
THE MIDLANDS

Viscount Grey of Fallodon recently accepted on behalf of the council of the National Trust the title deeds of the Hawkmoor Nature Reserve, near Cheadle, Staffordshire.

Hawkmoor Reserve is the centre of an area in which a large proportion of the 95 species of birds which nest in Staffordshire are found. It covers 200 acres and was bought by Mr. J. R. B. Mansel-Pleydell, who initiated the scheme, for £1,500. The whole of the sum has been raised by public subscription.

Lord Dartmouth, the Lord-Lieutenant of Staffordshire, said when wild duck went courting it was only the male bird that made a fool of itself. He suggested a set of by-laws for the inhabitants of the bird sanctuary, framed to restore the equality of the sexes.

In addition to the wild birds in the Hawkmoor area there are foxes, badgers, fallow deer, squirrels, and shrews, and many varieties of wild flowers.

## JAPANESE WEAVING MILLS.

INDIAN CRITICISMS AT  
GENEVA.COMMUNISM'S RUINOUS  
MISCHIEF.

[THROUGH REUTER'S AGENCY.]

GENEVA, June 2nd.

At the plenary sitting of the International Labour Conference, Mr. Birla, of India, complained that his country was suffering on account of the competition with Japanese weaving mills, and expressed the opinion that the Japanese Government ought to ratify the hours' convention at the earliest possible time.

Mr. Kasama, of Japan, denied Mr. Birla's statements, and said he did not suggest that conditions in Japan were perfect, but he considered they were better than was generally believed.

Mr. Suzuki, the Japanese workers' delegate, declared that Asia must have greater participation in labour organisation, and urged that the office of labour correspondent be created in China, similar to those in Japan and India. He appealed to the conference as regards improving labour conditions in the East, and alluded to the "ruinous mischief" wrought by Communism in the Far East.

HOW DID MAN BECOME  
INTELLIGENT?

AN UNSOLVED MYSTERY.

"The evidence that man is evolved from a common ancestor with the anthropoid ape is complete."

In these words Professor Sir Arthur Keith, conservator of the Royal College of Surgeons and one of the world's greatest anthropologists, summed up the present position of science regarding Darwin's theory of man's descent. In a special statement to the press, he said that the knowledge of man had increased ten-fold since Darwin first made known his startling discoveries. This autumn, when the British Association meets at Leeds, Sir Arthur Keith will give his presidential address on "Darwin's Theory of Man's Descent as it stands to-day." Before the gathering of the greatest British scientists he will sum up the evidence. He stated:

My conclusion will be wholly in support of Darwin, and I shall go into greater detail. We are writing the history of man in a new way; Darwin's book was the beginning.

An Unsolved Mystery.  
We cannot yet say why the human stock has budded into the intelligent being that man is to-day or why the poor anthropoid ape should have remained so low down the scale. Neither do we know everything about the beginning of life or its end. That is not our duty. At present one can only speculate about the beginning and the end of life.

Scientists all over the world are working at this great task of compiling man's history. Professor Nuttall has shown us that the chimpanzee's blood and that of other anthropoid apes gives exactly the same reactions as human blood. This happens with the blood of no other animal. We know, too, that certain human diseases will also attack the anthropoid. Our work for the most part is in terms of thousands of years. Here is a rib (of bone) which has just come from Ipswich and is 10,000 years old.

"Educated people," added Sir Arthur, "are prepared to believe in evolution. In the United States, however, there is a large section of the population unacquainted with what has happened, and that section refuses to believe in the theory of man's descent."

"In England that is not so. We are better educated here; and in the Church the theory has a good following."

## NEW STEAMER HERE.

A new arrival in harbour on Thursday was the Hamburg-America s.s. *Ramona* from Hamburg and Miti.

This ship is on her initial voyage to Hong Kong. She was built in 1925 for the Deutsche Austral and Korea Line at the Flensburg yards. She is oil engine and has a length of 481 feet, beam 63 feet and moulded depth 27 feet. The engines are six cylinder Diesels and are capable of producing 1,887 N.H.P. Gross tonnage 7,983 and net 4,899.

The local agents are Messrs. Jebson & Co.

FRANCO-BRITISH COLONIAL  
ENTENTE.CO-OPERATION AGAINST  
HOSTILE INTRIGUE.

"A HAPPY INNOVATION."

[THROUGH REUTER'S AGENCY.]

PARIS, June 2nd.

A "Franco-British colonial entente" was virtually officially inaugurated at a dinner of the Union Coloniale Française, given in honour of the Rt. Hon. Mr. L. C. Amery, British Colonial Governor, and Commissioners of the Dominions resident in Paris, and attended by Lord Crewe, M. Poincaré, the Minister for the Colonies, and French Colonial Governors.

M. François Marsal, former Premier, and president of the Union, in a speech urged that the entente cordiale should be extended to all British and French territories so as more effectively to combat the intrigues of their enemies.

Mr. Amery, replying in French, welcomed this gathering of British and French colonial administrators as a happy innovation, demonstrating the Anglo-French desire to collaborate in the great domain of colonial development. He emphasised the necessity for a mutual study of each other's methods.

## BOY-ARCHDUKE.

WILL HE BE KING OF  
HUNGARY?EX-EMPRESS ZITA AND A  
CASTLE.

[THROUGH REUTER'S AGENCY.]

BUDAPEST.

Great efforts are being made by the active Legationist group in Hungary, headed by Count Albert Apponyi and Count Julius Andrássy, to have the ex-Empress Zita and her family brought back to Hungary in the immediate future. It has been proposed that they should occupy the castle of Godollo, a Crown domain which the Regent, Admiral Horthy, frequently visits for shooting. Count Bethlen, the Premier, has never declared himself against the ultimate enthronement of the young Archduke Otto, eldest son of the late Emperor Karl, but has always declared that the question of the succession must wait until the Archduke Otto is 18. He is now 14.

It is unlikely that the ex-Empress will be persuaded to attempt any sensational venture, such as coming to Hungary with Otto without permission and seeking to have him proclaimed King forthwith. There is certainly a group of Legationists who would be prepared to risk such a dramatic challenge to fortune.

The Archduke Otto's chances of ultimately ascending the Hungarian throne, for which his mother has educated him, are extremely good.

## SPELLING-BEE TRICKSTERS.

LINER PASSENGERS FLEECE.

Confidence tricksters and card-sharpers, whose customary activities have been thwarted by the vigilance of the authorities, are enriching themselves at the expense of American visitors to Europe by popularising the spelling bee craze in Atlantic liners and in the Continental hotels.

Many complaints have been made to Scotland Yard by victims. To outward appearance the swindlers are engaging in a perfectly harmless pastime. They begin by ingratiating themselves with everyone with whom they come in contact. Suggestions of a game of cards to relieve the monotony of the voyage are frowned upon by the rogues. Three or more of them work together.

When the opportune moment arrives a genuine traveller is asked to take part in what appears to be an amusing competition in word building.

One of the group selects a letter and the others in turn each add a letter until a word is completed. The man who selects the letter which completes the word is the loser and must pay the stakes agreed upon.

The victim is unaware that the men with whom he is competing are past masters in the art of forcing him to supply the letter to complete the word.

The game starts with small stakes, and the victim wins so frequently that he is lulled into a false sense of security. It is only when big losses are incurred and after his fellow-players have left the liner at the last port of call before reaching England that he learns that he has been duped by clever swindlers.

A silly gang actually "tried it on" Lord Birkenhead at Madeira recently. They still remember it.

## MYSTIC BOX AT A SEANCE.

JOANNA SOUTHCOOT'S  
SECRETS."WRITINGS IN RED AND  
BLUE."

Six or seven mediums sat, in succession, in a seance room at the National Laboratory of Psychical Research trying to sense what was inside Joanna Southcott's mysterious box, which has been sealed up since 1814.

Joanna said that the box was only to be opened in a time of national stress, and in the presence of the full bench of bishops.

The last owner of the box, who left for the Argentine a week ago, sent it to Mr. Harry Price, director of the laboratory.

The box is to be opened publicly in a few weeks' time, probably at the Albert Hall, in the presence of a number of bishops who are sufficiently curious to attend. Joanna Southcott (1750-1814) was a prophetess who founded a religious cult by announcing that she was to be the mother of a new Messiah.

For nearly four hours in the seance room of the laboratory mediums tried to solve the mystery.

Either Mr. Price or Miss Lucy Kay, the secretary, was always a third member of the party.

Dr. Arthur Lynch.

Among the experimenters was Dr. Arthur Lynch, a former M.P., who said he was "the most sceptical man in the country." He has tested at times, however, his unusual powers of what are known to psychical students as "psychometry."

Dr. Lynch sat still, touching the box for a few minutes, and then said: "I should think it contains vestments, some symbols, some directions of doctrine, and some directions to the faithful. Probably there is another box inside it which contains the most secret, sacred directions of all."

Mrs. Florence Kingstone, who practices public clairvoyance, held the box, and then said: "I see a small cross, carved in stone, about three inches long. I see a roll of parchment, with writing sloping to the left, not English. I am looking at a small pile of papers, more modern; the outstanding one is blue."

"There is a lot of writing inside the box, all to do with wars, a lot of problems about strife and trouble. I am feeling very much as if the chief contents will be considered of no value by the people most wanted to take notice."

When the box was sealed, said Mrs. Kingstone, three people stood over it.

"I believe the names are inside. I see the name Gerald," she said.

"Some of the prophecies have been verified; some are rubbish and no use at all. There is chiefly writing in stone—sacred symbols."

Warmth and Deadness.  
Mr. A. Vout Peters, another platform clairvoyant, said:

"I feel the thing was sealed up and the things written when Joanna was under great agitation. It makes me feel hot. I am receiving three things in the box, three documents. I think one is in the form of a book. There are three different kinds of writing—a long piece of doggerel poetry intermixed with prose."

"I receive curious drawings, crudely made angels. You will find some of the papers destroyed or torn."

"Inside the box there is a lining, probably of velvet. I am receiving the word 'Jehovah' and the year 1912. The record inside is about octave size. Some of the writings and drawings are either in blue or red."

Mrs. Stahl Wright, who went into a trance, was not definite. She said that too many people had handled the box, so that all its "aura" were mixed up.

Other mediums are to experiment with the box to-day, and afterwards it will be photographed by X-rays and then kept in safety until its public opening.

TURKISH WOMEN ADOPT  
THE HAT.MODEL OF A NATIONAL  
DRESS.

CONSTANTINOPLE.

The Union of Turkish Women has decided to design a new model of a dress for Turkish women. Its object is to invent a modernised national costume that shall be economical as well as elegant, and so to prevent the present extravagant spending on European models.

There will be no attempt to do away with the new taste for diversity of colour, and sufficient range of variation will be left to satisfy individual tastes, but form and line will be made uniform.

Lately the light veil, which was the last relic of such dress, has given place to a coloured scarf headress imitated from Russia.

This alone now distinguishes Turkish from foreign women, and it is itself threatened by the growing adoption of the hat.



## HOLIDAY SPORT.

## PROGRAMME FOR THE WEEK-END.

## HAPPY VALLEY THE CHIEF RENDEZVOUS.

There is an interesting programme of sport for the Holiday Week-end.

The weather is almost too hot for golf, but the more ardent enthusiasts have a programme at Fanling, which began yesterday, and extends to Monday, inclusive.

The principal event to-day is the fourth Extra Race Meeting of the Hong Kong Jockey Club at Happy Valley, which is sure to attract a large following, including Service men who are always game for a good day's racing. The meeting will be continued on Monday. Rapiers' selections for to-day's programme will be found in another column, while those for the final day will appear in Monday's *Daily Press*. The first race on each day is at 2.45 p.m., and the first bell will be rung at 2.15 p.m. The charge for admission to the public enclosure is 80 per day for all persons, including ladies, while Service men in uniform will enter at half-price.

As announced yesterday, the All Filipino Star Baseball team from Manila, on its way to Honolulu and the Pacific Coast, will play a couple of matches here during the week-end. To-morrow, at 4 p.m., the Filipinos meet an All Hong Kong Team at Happy Valley, while on Monday at the same time they meet a team from the U.S.S. *Helena*. This afternoon there is a practice match for the All Hong Kong Team, which is very necessary as there has been little or no time for practice.

## Tennis And Bowls.

The usual League programmes of tennis and bowls have been arranged and details will be found in another column. The University are playing a friendly tennis match with St. Peter's Young Men's Club to-morrow afternoon, at 3.30.

Admission to the stand is 50 cents, ladies being invited by courtesy. There are, however, a few reserved seats, which can be booked for to-morrow and Monday by going to or ringing up the Kowloon Tobacco Kiosk, Kowloon Hotel, Telephone: K1227. Ladies also have to pay for these seats.

## Dragon Boat Race.

Reference was made yesterday to the Dragon Boat Festival celebration which falls to-day. The dragon boat race should be well worth watching, and of much interest to newcomers and Service men in the Colony who have hitherto not had the opportunity of witnessing this event. The time and place to see it will be the sea front at about three o'clock.

## TENNIS LEAGUE.

## TO-DAY'S MATCHES.

There is again a full programme of League matches to-day and provided the weather keeps fine good progress should be made. The "A" Division is expected to be completed in a week or two, but the "B" and "C" Divisions will go on till the end of next month.

This afternoon the Chinese play the United Services at home in the "A" Division and in all probability will win. They have one more match only in this Division after this, which is against M.B.K. The Indians play M.B.K. at Soanpoo and are expected to win. A. H. Ramjahn will be engaged at the Races and will therefore be unable to play. University and Hong Kong Cricket Club meet in the third match of the "A" Division. Last year the Club won by one game, but the University should prove much the superior team this time.

In the "B" Division the match between the Chinese Recreation Club and the Royal Engineers will be played on those of the latter as at first fixed. There are six matches in the "B" and five in the "C" Divisions.

The full list is as follows:—  
"A" Division.  
University v. Hong Kong C.C.  
Chinese R.C. v. United Services R.C.  
Indians R.C. v. M.B.K.  
(Continued on next column).

## RACING NOTES.

## HONG KONG JOCKEY CLUB 4th EXTRA RACE MEETING.

[BY RAPIER.]

There will be some good racing at Happy Valley this afternoon. The first race is at 2.45 p.m. and it should not be uncomfortably hot except perhaps for the riders. These will be Messrs. Pollock, Chui, Balleed, Reidy, Stanton, Jordan, Roza, Wallace and Sewell. It is rumoured that Harold Seth will turn out in the first race and I should not be surprised if he steers his mount to victory. Having won at the last Macao Race Meeting the following ponies will carry a 5 lbs. penalty in the handicaps:—Loongwa, Shan Mein, May, Little Tit Sang, Dragon Boat, Shanghai Friend. This seems rather hard luck as they competed against each other in Macao and met practically no Hong Kong ponies. However, the laws of racing are just as inexorable as other laws and occasionally just as stupid.

My selections for to-day are as follows:—

## 1.—Green Island Handicap "O" Class.

1. Loch Rannoch.
2. King Boy.
3. King Ann.

Valour for a place is a good outside bet.

## 2.—Green Island Handicap "B" Class.

1. Bright Eye.
2. Bartley Grass.
3. Loongwa.
1. Battle Eve.

## 3.—Green Island Handicap "A" Class.

1. Battle Eve.
2. King of Troy.
3. Home Call.

## 4.—Aggregate Stakes.

1. Macao Beauty.
2. Sahagin.
3. Brigade Call.

## 5.—Peng Chau Stakes.

1. Festive Eve.
2. Borderer.
3. Fire Call.

## 7.—Beaufort Handicap "B" Class.

1. Grey Knight.
2. Espoir.
3. Easter Day.

## 8.—Beaufort Handicap "A" Class.

1. Ukelele.
2. Papyrus.
3. The Gomeril.

Misty Eve might win this race if he goes out but I understand he is running in the Aggregate Stakes. If Ukelele goes in the Stakes Total Abstention should get a place here.

## BOXING.

## WORLD'S MIDDLEWEIGHT TITLE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 2nd.

Mr. Cochran, the promoter, declares that Mr. Jack Kearns, Walker's manager has agreed to a fight of 20 rounds between Walker and Milligan for the World's Middleweight Championship, at Olympia, on June 30th, but it is understood that Milligan objects to Mr. Cochran's proposal that Georges Carpentier be the referee.

## "B" Division.

Hong Kong C.C. v. Nippon Club.  
M.B.K. v. Craignower.  
Chinese R.C. v. R.E.  
United Services R.C. v. Indian R.C.  
Recreio v. University.  
Kowloon C.C. v. South China A.A.

## "O" Division.

Craignower v. Hong Kong C.C.  
South China A.A. v. R.A.O.C.  
Nippon Club v. Recreio.  
Netherlands T.C. v. K.B. School F.P.A.  
Kowloon C.C. v. Taikoo.

## To-morrow's Friendly Match.

University v. St. Peter's Young Men's Club, 3.30 p.m.

## UNIVERSITY TEAMS.

The following will represent the University in League matches to-day:

In the "A" Division against H.K.C.C. (Home):—T. W. Chong (capt.), Prof. F. A. Redmond, Prof. R. E. Tottenham, P. C. Lim, H. C. Hung, and B. H. Wong.

In the "B" Division against Club de Recreio (Away):—B. P. Ng (capt.), T. K. Tan, G. de Souza, W. M. Gittins, T. L. Lu, and Dr. D. K. Samy.

The following will represent the University in a friendly match against the St. Peter's Church Young Men's Club to-morrow at 3.30 p.m. on the University ground:—P. C. Lim (capt.), H. C. Hung, B. P. Ng, T. K. Tan, G. de Souza, and T. L. Lu.

## LAWN BOWLS.

## FULL PROGRAMME TO-DAY.

## COMPLETE FIXTURE AND TEAMS.

There is again a full fixture list to-day in the Hong Kong Lawn Bowls League, and, provided the weather keeps fine, there should be some very interesting and close games.

At present there are only two undefeated clubs in the First Division of the League and one in the second. The two former are Kowloon Dock R.C. and the Taikoo R.C., the first mentioned being at the top of the Division. The Kowloon Bowling Green Club and the Civil Service C.C. have yet to record a victory. In the Second Division, Kowloon C.C. have not received their first defeat, while the Yacht Club have not yet won a match.

Although somewhat early in the season to think seriously of League honours, the two Dock teams and Craignower C.C. are shaping well.

## First Division.

The principal match to-day will be between the Craignower C.C. and the Kowloon Dock R.C. It should be a close struggle, with possibly a narrow win for the Dock team. Taikoo R.C. are at home to the Police and should win. They beat the Police last year by 29 shots.

At Kowloon there is a "local Derby" between the Cricket Club and the Bowling Green Club.

## Second Division.

In the Second Division, Civil Service C.C. will be at home to Taikoo R.C. Last year, on the C.C.C. green, the visitors won this match by only four shots. This time the Civil Service should win, judging by recent form.

The K.C.C. second string receive the Club de Recreio, and should win, barring a surprise victory for the visitors. If they do win, it will be their fifth successive victory.

East Point R.C. will be "at home" to the Yacht Club. Both Clubs lost last week, and to-day's match should be particularly interesting.

The Kowloon Bowling Green Club and the Craignower Cricket Club meet at Kowloon, and the result is doubtful.

## THE FIXTURES.

## First Division.

Taikoo R.C. v. Police R.C.  
Craignower C.C. v. Kowloon Docks R.C.

## Second Division.

Civil Service C.C. v. Taikoo R.C.  
Kowloon C.C. v. Club de Recreio.  
East Point R.C. v. H.K.K.Y.C.  
Kowloon B.G.C. v. C.C.C.

## TO-DAY'S TEAMS.

## First Division.

Craignower Cricket Club:—E. Arculli, G. S. Rossetti, C. M. S. Alves, and D. Rumjahn (skip); F. J. Neves, D. Fritz, W. T. Brightman, and U. M. Omar (skip); W. R. Musket, M. A. R. Sousa, C. Bennett, and R. Bassa (skip).

Kowloon Cricket Club:—F. Hamblin, A. W. Smith, F. Goodwin, and J. Gibson (skip); R. Abraham, E. Kern, W. Hill, and A. G. Pile (skip); J. Hyde, W. W. Hirst, C. J. Tachai, and H. Overy (skip).

Kowloon Bowling Green Club:—D. Hazel, J. MacLachlan, D. Harvey, and W. Russell (skip); W. Hedley, J. Magill, D. Muir, and W. Macfarlane (skip); A. Chapman, R. Duncan, P. T. Farrell, and A. M. Holland (skip).

## Second Division.

Craignower Cricket Club:—R. F. Luz, Y. Abbas, H. Beer, and F. T. Knott (skip); A. Coates, F. H. Williams, G. H. Sellwood, and A. Kitchell (skip); W. E. Nicholson, F. K. Modt, A. A. Razack, and L. A. Rose (skip).

Kowloon Bowling Green Club:—F. W. Hale, G. Hatt, G. B. Slipper, and D. F. Warren (skip); T. Ferguson, W. Giff, R. Hunter, and R. Dixon (skip); J. Matthews, H. Stenham, G. Budding, and Jas. T. Dobbie (skip).

Kowloon Cricket Club:—W. J. Edwards, J. G. Lyal, J. Smith, and L. E. Lamont (skip); H. Gittins, C. G. Harrison, J. P. Robinson, and F. G. Horridge (skip); J. Hancock, F. E. Lawrence, W. F. J. Gorvick, and A. W. E. Davidson (skip).

## H.K. FOOTBALL LEAGUE.

## THE ANNUAL REPORT ISSUED.

## ALTERATIONS TO RULES PROPOSED.

The annual general meeting of the Hong Kong Football League is to be held at the Hong Kong Volunteer Headquarters on Wednesday, June 15th, at 5.30 p.m.

The annual report and balance sheet has now been issued and the report states:

The season under review started off very favourably, 9 teams entering the First, 10 the Junior "A" and 8 the Junior "B" Divisions. For various reasons some of these did not finish the season. One withdrew from the Senior Division when the season was only half over, whilst one in the Junior "A" and two in the Junior "B" Divisions were unable to fulfil their last three fixtures. It seems that once the honours are decided some teams lose interest in the game. The Club de Recreio are to be congratulated on winning the First Division Championship, as also are the K.O.S.B. Reserves and St. Joseph's Reserves, who won the Junior "A" and Junior "B" Championships, respectively, the latter after a replay with the Runners-up, the Moslem Club.

Your Management Committee met on six occasions during the year to dispose of various matters, principally transfer of players and enquiries as to the failure of teams to turn out to fulfil their fixtures, in the latter case several fines were inflicted.

## The Balance Sheet.

The Balance Sheet shows a very favourable balance in hand, amounting to \$736. The amount in hand on May 1st, 1926, was \$916 and there was further income of \$540 from entrance fees, \$62 from registration fees, and \$440 from gate receipts (League winners v. Rest April 17th, this year). The principal items of expenditure were \$445 for referee fees, and \$516 for medals.

A complete set of new rules have been submitted for the consideration of the Clubs at the annual meeting, and copies of these have been circulated with the report. A point of interest in the proposed alterations to the rules, is that the League shall in future be called the "Hong Kong Amateur Football League."

## "VERBODEN" AT BOURNE-MOUTH.

## BATHING FROM MOTOR-CARS.

## A GROWING CUSTOM IN ENGLAND.

Motorists have been forbidden to use their covered cars as bathing machines on the Undercliff Drive at Bournemouth.

This prohibition appears to be based on the rather novel ground that visitors who adopt this manner of enjoying a day's seaside holiday do not spend money in the town.

It is also complained that so many cars have been parked at this spot that congestion has arisen.

At the Council meeting Alderman Harobson, chairman of the Beach Committee, gave a description of the way in which motor-bathing has been conducted.

Motorists having parked their car, he said, draw a sheet over the windows, undress and bathe.

After a jolly time in the water they return to the car and dress. Then they have lunch, followed by an afternoon nap.

## Not Enough Bathing Machines.

Then the sheet is drawn over the car windows again and another bath is taken.

Tea is brought in a thermos flask, and the motorists go home after a cheap day's outing.

Motorbathing is permitted in some watering-places where roads run close to the sea.

The practice is still followed to some extent at Bognor, in spite of a prohibition issued last year, when the urban council revised its bathing by-laws.

At Worthing motorbathing is permitted, but the local authority has received complaints from residents on the front that bathers are not sufficiently careful to conceal themselves when undressing and dressing.

At Littlehampton bathing from motor-cars is permitted. A very popular site is just outside the western boundary of the town, where there is a beautiful bay.

Only in the early morning or late evening is bathing from cars permissible at Herne Bay, while at Torquay it is sometimes done at one beach, when, owing to the large number of bathers, sufficient bathing machines are not available.

## COUNTY CRICKET.

## WINS FOR YORKSHIRE AND LEICESTER.

Two of the only matches started on Wednesday were concluded the following day. Yorkshire gained a victory by seven wickets over Northants while Glamorgan lost to Leicester by an innings.

The feature of the matches were the bowling of Robinson (Yorkshire) who wrought havoc among the Northants batsmen, and the batting of Astill for Leicester who carried his bat for 164.

## YORKSHIRE SMASH NORTHANTS.

## ROBINSON IN FORM.

[THROUGH REUTER'S AGENCY.]

LONDON, June 2nd.

Yorkshire showed all round supremacy in their match with Northamptonshire, at Huddersfield and with a lead of over two hundred runs on the first innings they knocked up the 62 required for victory for the loss of only three wickets.

In Northants first innings Robinson secured eight wickets for the loss of only 32 runs. Woolley contributed 55 and Jupp 103 towards Northants total of 286 in the second attempt. For Yorkshire Sutcliffe made 79 and Oldroyd 110.

## Scores:—

Northants: 50 and 266.  
Yorkshire: 315 and 62 (for 3 wickets).

## LEICESTER v. GLAMORGAN.

## ASTILL SCORES 161 NOT OUT.

Leicester have been showing good form this year and on Thursday beat the Welshmen by an innings and seven runs, at Cardiff. Arnot was the only batsman to make a stand against the bowling of the Leicester team, scoring 54 before being dismissed. Shipman captured four wickets for 18 while Geary took a similar number for 44 runs. In Glamorgan's second innings Arnot made 61, Skelding taking five wickets for 67 runs. For Leicester Astill was undefeated with 164 to his credit.

## Scores:—

Glamorgan: 128 and 197.  
Leicester: 332.

## WORCESTER BEAT MIDDLESEX.

## ROOT TAKES 10 WICKETS FOR 78.

[THROUGH REUTER'S AGENCY.]

LONDON, June 3rd.

Playing at Worcester the home team sprang a great surprise on the powerful Middlesex eleven, and won by six wickets, in a low scoring match.

Batting first Middlesex were rattled out for 157, Root, as might be expected, doing the damage.

Worcester's reply was a tame 136, Durston taking six wickets for 35. Again Middlesex collapsed before the wiles of Root and made 136. At last the bat obtained the mastery and Worcester made the 147 necessary for victory for the loss of 4 wickets. The batting was steady and consistent, no outstanding score being recorded.

Root was the hero of the match his figures being 5 for 35 and 5 for 43.

## THE LIFE GUARDS.

## RECRUITS PREFER THE AIR AND TANKS.

Have the Life Guards lost some of their attraction for the young man who is considering a military career?

This question is being asked because, despite the fact that the height minimum for recruits in the Household Cavalry was recently reduced one inch to 5 feet 10 inches to facilitate recruiting, there has been no rush of recruits, and more are wanted.

When a reporter asked a young man, who is considering the possibility of entering the Service, what branch he would choose, he said:

I think I should join the Air Force, or, perhaps, the Tank Corps. I do not think I would like to join the Life Guards, despite their high standing. Things have changed. Before the war if I had been going into the Army and if I had been eligible, I might have joined one of the regiments of the Household Cavalry.

For one thing, in this mechanical age horses have not the same attraction that they used to have.

In the old days young man was attracted by the glamour of the Guards—especially the Life Guards—but I do not think that attraction is quite so strong now. Most young men would rather fly, or go into some branch like the Tank Corps.

## PARK-LANE CHANGES.

## THE OLD FORTRESS FALLING.

## OFFICES, SHOWROOMS, AND FLATS.

In its way, one of the most characteristic and striking sights in all London to-day, lies in Park-lane. That great street, once the very synonym of moneyed magnificence, is altering its character visibly.

People, growing slowly accustomed to gradual changes, hardly notice that which has come over Park-lane, but here and there as you go up it you will see house-agents' notice-boards projecting from windows and rising from gardens like white flags denoting that the old fortress has fallen.

You get an early intimation as you turn in from Piccadilly, where close to that fine aloof house with the perpendicular frontage, the corner building has been newly scraped and pinked and a board of "charming, un-furnished flats" are to be let. Charming is a new word for Park-lane with a vengeance, to say nothing of flats overlooking sacred Hamilton-place.

In another section of the great thoroughfare another notice offers a house at "a low price for a quick sale," or some slick phrase of the sort.

## Corner Sites.

Then there is a pleasing old brown stuccoed house, though its chimneys are ugly enough, it must be granted, which seems to be marked for dissolution. A large placard behind it declares it an "important corner site." No doubt it is the way of the world for old brown stuccoed houses of no very marked character to become "important corner sites," but one might spare a third of a sigh or a quarter of a

tear for the dying house in Park-lane.

A more modern blow than demolition has overtaken the Lane in its very heart, beneath the shadow of great Dorchester House. Stanhope House's dark Gothic frontage bears along its brow the name of a Yorkshire building society. Industry—or is it commerce?—has entered by this breach. The letters are golden and Gothic, it is true, but no less lethal.

A new door or window is being pierced in the frontage, and also a discreet solicitor's plate is affixed to the arched entrance. "1st and 2nd floors and basement to be let, suitable for office or showrooms," says the notice-board above. Showrooms! I shudder!

## Mussolini's Chance.

And what of Dorchester House, the finest house in London, the palace of Villiamy and Alfred Stevens? "Superb Mansion" to sale is the placard outside it too. There is some talk of Italy acquiring it for her Embassy; it would be strange if Mussolini saved one of London's glories for her.

Further up, in the erstwhile garden of Grosvenor House, the greatest change of all in Park-lane is already under way. Here is being built a vast block of flats in the super-modern style which the Germans have made so fashionable.

From £500 to £2,000 a year the flats will cost, with ballroom, restaurant, grill-room, café, and shopping arcade. Every convenience the world knows will be within them, and no doubt our thin, tenacious little modern women will throng in and out in an ecstasy of smartness till it looks like a great waspnet.

It will be a gigantic square, solid building in the Bush House-Devonshire House manner, with conning-towers at the corners from which it will no doubt be possible to look out and see if the human race is as majestic as it thinks. But will it be Park-lane?

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## AT THE OVAL.

PAID AND UNPAID PLAYERS  
TO EAT TOGETHER.NO MORE DISTINCTIONS  
BETWEEN SURREY  
CRICKETERS.

Cricket history is to be made at the Oval this year. Amateurs and professionals will not only leave the pavilion together to take the field, but will also take their meals together.

This is an entirely new departure in London cricket history, and follows much discussion on the alleged snobbery of cricket. So much has been made of the difference between the names of professional and amateur cricketers, that the names of the Surrey cricketers will be keenly interested in the new move made by the Surrey county authorities.

A special dining-room near the main entrance of the ground has been made within the buildings behind the hotel. In the old days the professional and amateur cricketers, that the Surrey cricketers will be keenly interested in the new move made by the Surrey county authorities.

H. L. Collins and Hobbs. I understand that the old professional room is to be used as a public room, and that the old amateur room has been enlarged, various cupboards being set back into the wall, in order that the whole team may take lunch and tea together.

When the Australians were at the Oval last season, Collins, the visiting captain, turned to a member of the Surrey club and asked, "Where is Hobbs?" He was told that the professionals had their own room. Collins is said to have replied, "Hobbs is good enough to play with, and I should have thought he would have been good enough to eat with."

## Past History.

It is related that Tom Richardson once said to Smith, the Surrey bowler, that when he stood parallel to the wicket you could see no more of him than you could of the edge of a hollow-ground razor. The name struck, and "Razor" Smith became one of the institutions of the Oval. Richardson is no more, but to-day, says a recent number of the *Evening Standard*, "Razor" Smith came back to the scene of his great cricket days.

## "Razor" Smith's Notebook.

I found him standing in the sun-light over the nine nets which old Martin, the veteran groundsman, had erected for Easter Monday practice. Apart from two or three lines on his face and a firmer set of his toothbrush moustache, Smith was unchanged. He has miraculously preserved his razor figure, and not even a thick sweater gave substance to his lithe and active body. He was busy, he carried in his hand—not a bat, nor yet a ball. He grasped a notebook and pencil.

I gathered that a notebook is as essential to a cricketer as ever was ball or bat. "Razor" Smith has been called by the Surrey Cricket Club from the less bracing occupation of making cricket bats to coach the young bowlers of the county. The appointment is the outcome of the test match agitation that everything is done for the batsman and nothing for the bowler. He has entered upon his new office, and he brought with him one of the nicest notebooks I have ever seen on the Oval ground.

On "Razor" Smith devolves not only the duty of instructing the young hopeful in the ethics of bowling, but also of keeping a record of the appointments of the various school-boys and street corner boys who desire to have a knock at the nets. The keeping of that list occupied more of his time than he could spare for the essential business of bowling himself.

Yet little escaped him. As we talked he constantly looked from his book to the nets, noting a boy who had a good length, or to use his phrase, occasionally sent down a "good un."

"This is the public schoolboys day," said he, "and I have been very impressed with their keenness. It is like being given back twenty years of life. I have been making cricket bats, but I prefer the open air. Moreover, I feel fitter already. Although I have been away from the Oval for years, I have been playing for the Northampton 'Saints,' keeping my hand in."

## Promising Boys.

"I intend to go to all the big public places in Surrey to see working-class boys playing cricket. If I can spot a likely boy, I shall try to get him to come to the Oval. I am certain that there are potential bowlers among the various heath and commons, and we must try and get them when they are young."

"I do not consider my cricketing days are over by any manner of means. I feel fit enough, and if I am asked to play in big cricket again I shall certainly try to."

With that he walked away to the nets, put down his notebook, and bowled one of the boys first ball.

It was also parents' day at the Oval. They had brought their sons to the famous ground.

ENGLISH V.C. AS DESERT  
HERMIT."PEACE" IN THE  
SAHARA.

## THE ARAB AS LOVER.

The portrait of an Englishman in Arab dress, with a string of war medals across his long black cloak, and a decoration hung round his neck, forms the frontispiece to a new book, written by a man who has abandoned European dreams of glory and greatness, and has for some years lived in the North African desert.

The author is Major Ronald V. C. Bodley, late of the 60th Rifles, and his book, "Algeria from Within," has just been published by Hutchinson & Co. Major Bodley comes of a famous Devonshire family, and his father was Mr. J. E. C. Bodley, the historian.

"I have few ambitions," writes Major Bodley, in an introduction, "beyond living simply and far away from the world, and if this work exists at all, it is because I have wished that people should know Algeria as it really is."

Once upon a time I had great ideas about worldly position and the sound of long titles; I believed that greatness was to be achieved in the capitals of Europe, or on battlefields, but I know now that this is not so.

Southern Algeria, with all its charm, with all its capricious moods, has, like some lovely woman, taken me in its arms, and I am doubtful if it will ever let me go.

## Peace.

Let this book, therefore, be read in the spirit in which it has been written by one who, having seen life in many parts of the globe, has found peace and solution to all worldly difficulties among the rustling palm trees and broad expanses of the Sahara.

Major Bodley appears, however, not to have forsaken all the conveniences of European life. There is a photograph of him on horseback in the oasis of Laghout, on the southern fringe of Algeria, and in this picture he wears an ordinary jacket, knee breeches, leggings, and a soft hat.

There are few men in the world, he writes, who are such ardent lovers as the Arabs, and few women who know as well the art of holding a man and making him dance to their tune.

The Arab goes quite mad when he is in love, and forsakes his home and his people to live the life of a lone savage. In the meanwhile the object of his adoration is laughing at him coldly, without the slightest emotion and without any encouragement. The lover can continue performing the utmost follies—the woman won't flinch if she doesn't love him."

## CAUSES OF CLASS HATRED.

DISTRICT FOSTERED IN THE  
SCHOOLS.

A strong appeal against the fostering of class hatred was made by Mr. William Fletcher Nicholson, president of the Ackworth Old Scholars' Association, at the association's annual meeting.

Mr. Nicholson said there appeared to be an ever-widening gulf between different classes that would require all their best efforts to bridge. We were dividing into the salaried class and the wage-earning class, the children of whom were being educated at different schools, with ideals as far apart as the poles. Public school children were growing up knowing nothing of the conditions under which the majority of their fellows lived.

There was a tendency to play distinctive games, and golf and Rugby football were becoming increasingly the games of the classes. A great effort was being made to induce the public schools to take up the Rugby game, leaving the Association game to the schools which served the masses. If this was successful it would reduce the chances of the different classes meeting on the playing field, and there was nothing like playing together for breaking down class distinctions. He rejoiced at the stand Mr. Gilligan took in India against snobbery in games.

Another feature of modern life which was increasing the distrust between the classes was the frankly pagan outlook of so many young people of the leisured classes, whose one ambition was to enjoy themselves whatever happened, with no regard for those less favourably circumstanced.

Mr. Nicholson suggested that Ackworth scholars, past and present, should establish a settlement either in Leeds, or Sheffield, and make the atmosphere of it one of brotherhood and comradeship.

"I am a golfer now," said one, "but my boys are growing up and I must play cricket again. But coaching ideas are changed. When I was at Eastbourne 30 years ago the pro. would send down a half volley, exhorting you to hit it. You did, and the pro. would walk after it very leisurely."

"In four or five minutes he was back in time to bowl another if we were lucky. Nowadays boys get looked after much better. I hope my boy will be in the Sherborne XI this season."

AMERICAN SHIPPING  
TONNAGE.A DECLINE OF 71 PER CENT.  
SINCE 1920.EFFECT OF U.S. SHIPBUILD-  
ING EFFORT.

The American merchant marine has declined 71 per cent. in tonnage since 1920, according to an analysis made by the National Industrial Conference Board, New York. While the total world tonnage of merchant ships has increased 16 per cent. during the last six years, from 51,786,120 gross tons in 1920 to 60,063,411 tons in 1926, the gross tonnage of merchantmen sailing under the Stars and Stripes has decreased from 12,400,123 gross tons in 1920 to 11,472,824 tons in 1926. Despite this decline, the United States still holds its place as the second most important maritime nation.

## German Recovery.

Germany, having lost nearly all or about nine-tenths of her merchant marine through the war, again looms as the fastest growing maritime nation, her merchant marine having increased 630 per cent. in gross tonnage from 1920 to 1926. At that time she had built or re-ordered ships totalling 2,642,657 gross tons since 1920, she has recovered only about three-fifths of her pre-war strength, her total gross tonnage at the beginning of the current year amounting to 3,002,095 tons, as against 5,134,720 tons in 1914, and only 419,439 tons in 1920.

Italy and Japan follow next in order as regards the rapidity with which they are increasing their merchant marine. Italian merchantmen, totalling 2,118,429 gross tons in 1920, now total 3,150,240 tons, an increase of 48.7 per cent., clearly reflecting the vigour of the Mussolini regime. Japan has increased her merchant tonnage from 2,965,878 tons in 1920 to 3,967,617 tons in 1926, an increase of 32.4 per cent.

France comes next, with an increase of 12.2 per cent., from 2,963,220 tons in 1920 to 3,324,397 tons in 1926. The British merchant fleet, of course, continues to hold first place in total tonnage, but shows only 7.7 per cent. increase for the six years, from 20,142,880 gross tons in 1920 to 21,696,253 tons in 1926.

## The American Surplus.

Total world tonnage at the end of the war would have shown considerable decline had it not been for the huge shipbuilding programme of the United States undertaken for war purposes, to replace allied shipping destroyed during the war and to speed the transport of food, war supplies and fighting forces across the Atlantic. After the war, the United States faced the problem of a surplus of ships which could not be operated profitably, and hence ship construction declined. Germany, Italy, Japan and France as well as Great Britain and small nations, however, continued, or embarked on, vigorous ship construction programmes.

While just before the war only about one-tenth of value of the foreign trade of United States was being carried in American bottoms, U.S. own ships in 1920 were carrying more than 40 per cent. in value of American exports and imports. By the beginning of the current year, American ships were carrying only 32 per cent. of our foreign trade. The United States to-day, however, has ships enough to carry in the future a large proportion of its own foreign trade than it did during the last four decades before the war.—*Neutral Gazette* (New York).

## SWANS' FLOATING NEST.

HATCHING NINE EGGS ON A  
LIFEBUOY.

On a lifebuoy that rocks in the river when Thames pleasure boats pass, two of his Majesty's swans are hatching out nine eggs near Corporation Island, Richmond. In the past, when they have built their nests ashore, floods have usually washed the eggs away. Mr. Thomas Ridge, of Madingley, opposite the island, has provided the lifebuoy to avert this regular tragedy. To a press reporter Mr. Ridge said:

"The birds are now sitting hard on the lifebuoy, which is capable of holding two men. I laced it round with branches of trees, making the inside water-tight. When the swans had selected their position on the bank for nesting—on a site so low that the eggs would have been washed out on six or seven recent occasions—I placed the lifebuoy near to where they had begun building. They took to it at once. It is not a pretty sight to see them sitting aloft at high tide. The lifebuoy is moored so that it can rise three feet and then return to its original position. At first the swans were vicious, but now they seem to appreciate my efforts and will allow me to feed them on the nest, which I regularly do."

## "WATERCRESS CHARLIE."

LIFE IN THE RUINS OF AN  
ABBAY.

## A MYSTERY TRAMP.

The story of the adventures of a "tramp" who wears plus fours and carries a silver-mounted umbrella, in a lonely part of Somerset between Minehead and Watchet reads like a page out of a popular thriller.

It was told to a *Western Weekly News* representative, who visited, in company with a shepherd, "Watercress Charlie" at his abode in an old barn, which is said formerly to have belonged to the Cistercian monks from Cleve Abbey, some three miles away. The abbey is now in ruins, and the barn, situated in an old quarry, is in a most isolated spot.

"Watercress Charlie" is so called because he gains a living principally through gathering watercress and selling it to hotels in Minehead. He has built up a good trade, and varies the watercress with mushrooms, wild daffodils, and primroses, according to season. On a pouring wet morning the *Western Weekly News* representative found him taking it easy in the crib, or manger, in a small cowshed adjoining the barn. Here he lives, rent and tax free, with a dry roof over his head. Lined with fresh straw, the crib makes an excellent bed, and a large overcoat spread over him keeps Charlie quite warm. He has many friends in the village, and in return for their kindness he posts letters and cashes cheques in Minehead for them.

## The Mystery Man.

Charlie is not always alone in his barn home. Occasionally an old ex-Navy man, locally known as "Fighting Charlie," heaves in sight and anchors for two or three weeks, doing odd jobs for people in the district. He sleeps at the other end of the crib, and the two Charlies go on quite happily till the sudden appearance of a third man, called Smith, who proved something of a mystery.

"He was a queer bloke," the reporter was told. "He spoke in an educated manner on all sorts of topics, in fact he could talk the hind leg off a donkey. He wore plus fours and a sports jacket, but roamed the countryside barefoot with a large pack on his back. When he came first he had a silver-mounted walking stick and an umbrella."

"He always seemed to have plenty of money, forwarded to the local Post Office. Once when he was having a meal one day I saw a robin alight on his big toe. He fed it from his hand."

"The last we saw of him was after a quarrel with Fighting Charlie. Smith took his place in the crib, and when Charlie came back on one of his periodical visits he would not give it up. Charlie had a drop too much in the village, and he came along the lane roaring and singing out that he was going to have his place. Smith was a powerful chap, and they had a terrific fight, which ended with Charlie getting knocked out and seriously injured. Smith told a neighbour what had happened, and the police took Charlie to Williton Infirmary. When they came back to get Smith for assault he had gone, and we never saw him again, nor was he ever traced."

HONG KONG METEOROLOGICAL  
REGISTER.

Hong Kong Observatory, June 3rd.			
	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer...	29.83	29.62	29.81
Temperature...	83	80	93
Humidity...	65	89	65
Wind...			
Direction	West	W	WNW
Force	3	2	3
Weather	B	U	C
Rain	0.00	0.00	0.00

Highest open-air Temperature, 2nd: 88  
Lowest open-air Temperature, 3rd: 80

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

## HONG KONG TIDE TABLE.

From June 4th to 10th, 1927.

High Water.		Low Water.	
Day of Week	Month	Day of Week	Month
	Hong Kong Standard Time.		Hong Kong Standard Time.
Sat.	4 m 2 2 3 8	4 m 27 3 5	
Sun.	5 m 19 6 9	7 21 0 9	
Mon.	6 m 3 21 3 8	4 49 3 7	
Tues.	7 m 15 3 4	8 21 1 2	
Wed.	8 m 1 32 4 2	10 18 1 7	
Thurs.	9 m 8 40 4 9	11 5 1 9	
Fri.	10 m 14 4 7	11 46 2 0	
Sat.	11 m 20 4 5	0 52 2 3	

GIRL SUFFERED  
FOR TWO YEARS  
With Blisters and A  
Rash. Cuticura Heals.

"My little girl suffered something terrible for over two years with a rash and blisters that broke out all over her. Some of the blisters were half an inch long. She used to scratch terribly and we could not rest."

"I tried all sorts of remedies but they did not do much good. I read an advertisement for Cuticura Soap and Ointment and sent for a free sample. After using it she got relief so I purchased more and in a short time she was completely healed." (Signed) Mrs. W. Cockett, 53, Larch St., Nelson, Lancs., England.

Use Cuticura for all skin troubles. Scented Ointment, used throughout the world. For sample each free address. 2, First St., New York. Also formal orders with price. Try the Cuticura Shaving Stick.

## SHIPPING COMBINE.

BIGGEST IN ITALY'S  
HISTORY.

## ROME.

Negotiations are almost concluded which will result in the biggest amalgamation in the history of Italian shipping.

The merger comprises all the Italian shipping companies plying between Italy and the American continent, including the Navigazione Generale Italiana, the Cosulich Line, the Lloyd Sabaudo Co., and the Transatlantica Italiana.

The first object of the new combine is to construct two 48,000-ton liners, to be named *Ter* and *Due*, designed to cross the Atlantic at a speed of 30 knots.

Other objects of the amalgamation are the reduction of overhead expenses and the elimination of competition.

The speed record for the Transatlantic passage is held by the Cunard liner *Mauritania*, which has crossed at an average speed of 25.80 knots. In a single day's run she has averaged 27.04 knots.

## THE BEN LINE STEAMERS.

## LIMITED.

FROM LEITH, MIDDLESBRO',  
ANTWERP, LONDON, AND  
STRAITS.

## The Steamship "BENVOLICH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 6th of June, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors Messrs. Anderson & Ash at 10 a.m. on the 2nd of June, 1927.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO.,  
Agents,  
Norddeutscher Lloyd, Bremen,  
Hong Kong, 30th May, 1927. [4978]

N. Y. K.  
REDUCED FARES  
SUMMER EXCURSION TICKETS ON SALE

From 15th JUNE to 14th SEPTEMBER

## FIRST CLASS ONLY

HONG KONG	TO SHANGHAI AND RETURN	...	H. \$120
"	" NAGASAKI	"	H. \$165
"	" MOJI	"	H. \$190
"	" K-BE	"	H. \$210
"	" YOKOHAMA	"	H. \$235

Available for 3 Months for Date of Issue. Stop-overs at all Ports of Call. Rail Tickets between Ports in lieu of Steamer Tickets.

For Further Information, Apply to—

NIPPON YUSEN KAISHA,  
HONG KONG BRANCH. [4916]

TEL. C. 292.

SHIPBUILDERS.  
SHIP REPAIRERS.  
BOILER MAKERS.  
FORGE MASTERS.  
OXY-ACETYLENE AND  
ELECTRIC WELDERS.  
MECHANICAL AND  
ELECTRICAL  
ENGINEERS.

## —DRY DOCKS—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

Sill (R.W.O.S.T.) 34 ft. 6 ins.

## —THREE SLIPWAYS—

• Capable of Handling Ships Up to  
8,000 Tons Displacement  
Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius

## BUTTERFIELD &amp; SWIRE, Agents,

HONGKONG, CHINA &amp; JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."

TELEPHONE NO. 212.

CALL FLAG: "C" OVER "ANS. PENNANT."

[61]

NORDDDEUTSCHER LLOYD,  
BREITENBURG.THE Motor Ship  
"FULDA"

having arrived from BREMEN, HAMBURG and PORTA, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 6th of June, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors Messrs. Anderson & Ash at 10 a.m. on the 2nd of June, 1927.

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Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO.,  
Agents,  
Norddeutscher Lloyd, Bremen,  
Hong Kong, 30th May, 1927. [4978]

## HAMBURG-AMERIKA LINIE.

THE Motorship  
"RAMSES"

having arrived, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 6th of June, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors Messrs. Anderson & Ash at 10 a.m. on the 2nd of June, 1927.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

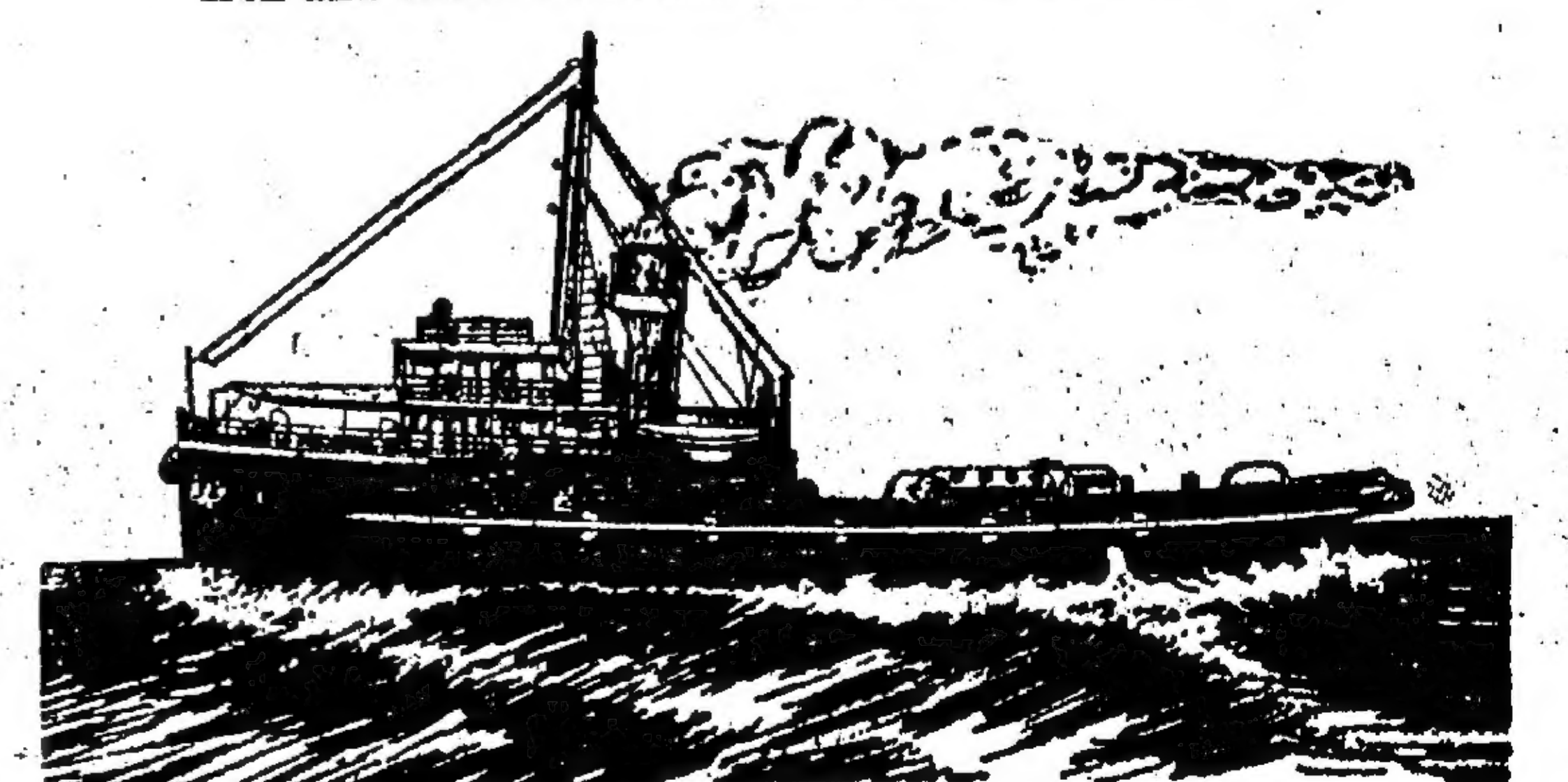
Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO.,  
Agents,  
Hamburg-Amerika Linie,  
Hong Kong, 2nd June, 1927. [4997]

The HONGKONG & WHAMPOA DOCK  
COMPANY LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.  
Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Edition;  
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers. Boiler Makers.  
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

## "Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 168' R.P., Breadth 34' (m), Depth 17' (m), L.B.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.



# CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI & TSINGTAO "SHANTUNG"	On 5th June, 6 a.m.
SWATOW & BANGKOK "CHINHUA"	On 5th June, 6 a.m.
HONGKONG "TAIKOOWANYI"	On 5th June, 10 a.m.
NEWCHOW & DALNY	On 6th June, 4 p.m.
BANGKOK "LIANGCHOW"	On 6th June, 4 p.m.
AMOI, SHANGHAI & "KALGAN"	On 7th June, Noon
TSINGTAO "SOOCHOW"	On 8th June, 6 a.m.
AMOI, SWATOW & SINGAPORE	On 8th June, 6 a.m.
SWATOW & SHANGHAI "KINGYUAN"	On 9th June, Noon
SWATOW & SHANGHAI "CHENAN"	On 9th June, Noon
WEIHAIWEI, CHEFOO & TIENTSIN	On 9th June, 4 p.m.
SHANGHAI & TSINGTAO "SZECHUEN"	On 11th June, 4 p.m.
AMOI, SWATOW & SINGAPORE	On 12th June, 6 a.m.
SWATOW & BANGKOK "KIANGSU"	On 12th June, 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	On 13th June, 4 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and  
vice versa, Have Now Been Reduced To  
\$60 SINGLE and \$90 RETURN.  
For Freight or Passage apply to—BUTTERFIELD & SWIRE,  
Telephone Central 38.  
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

## AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"  
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM  
HONGKONG TO AUSTRALIAN PORTS  
VIA MANILA AND THURSDAY ISLAND.  
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports  
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.  
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Days Hong Kong on or about	Sailings Hong Kong on or about
CHANGTE	11th June	18th June
TAIPING	15th July	15th August
CHANGTE	9th August	18th September
TAIPING	8th September	

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,  
Telephone: Central 38, Agents.

## BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE  
BLUE FUNNEL LINE  
OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)  
AND  
AMERICAN & MANCHURIAN LINE  
(EILERTMAN & BUCKNALL S.S. CO., LTD.)

### Sailings from Hongkong.

S.S. "ELPENOR"	... Via Suez Canal	5th June.
S.S. "CITY OF KOBÉ"	... Via Suez Canal	13th June.
S.S. "AGAPENOR"	... Via Suez Canal	3rd July.
S.S. "CITY OF CHESTER"	... Via Suez Canal	17th July.
S.S. "HELENUS"	... Via Suez Canal	31st July.
S.S. "CITY OF BEDFORD"	... Via Suez Canal	14th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to Change without Notice.  
For Freight and Particulars, apply to—  
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG  
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

## PRINCE LINE

### IMPROVED SERVICE

#### FAST MOTOR VESSELS

TO  
BOSTON  
AND  
NEW  
YORK

M.V. "CHINESE PRINCE" ... 10th June, 1927.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

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HOLLAND EAST ASIA LINE  
of the United Netherlands  
Navigation Company.

#### Regular Four-weekly Service between

Japan, Vladivostok, China, Hong Kong, Manila, Singapore  
and  
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and  
North Continental Ports

#### SAILINGS FOR EUROPE:

S.S. "OLDEKERK"	... 18th June, 1927
S.S. "GEMMA"	... 7th Aug., 1927
S.S. "ZOSMA"	...

#### ARRIVALS FROM EUROPE:

S.S. "ZOSMA"	... 27th June, 1927
S.S. "FOSTERBERG"	... 25th July, 1927

All Steamers have a Limited Accommodation for Passengers.  
For Freight, Passage and further Particulars, Please Apply to—  
JAVA-CHINA-JAPAN LYN,  
Agents.

Telephone Central No. 1574.

York Building

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## Shipping News Arrivals and Departures, etc.

### ARRIVALS.

June 1st.  
Tijpanas, Dutch str., 2,775 tons,  
Capt. J. Simons, from Soura-  
baya and Manila, with sugar,  
molasses and fruit, lying at  
buoy No. 110.—Java-China-  
Japan Line.

June 2nd.  
Hai Yen, Chinese str., 910 tons,  
Capt. T. Semmelman, from Hai-  
phong and Hoihow, with a  
general cargo, lying at buoy  
No. C39.—King Kee.

Hiranda, Norwegian str., 1,125  
tons, Capt. H. Brandt, from  
Bangkok and Swatow, with rice,  
lying at buoy No. C15.—  
Thoresen & Co.

King Yuen, British str., 1,546 tons,  
Capt. Thos. Johnstone, from  
Bangkok and Kohichung, with  
a general cargo, lying at buoy  
No. B13.—B. & S.

Shinsei Maru No. 1, Japanese str.,  
2,711 tons, Capt. C. Hikiuchi,  
from Chin Wang Tao, with coal,  
lying at buoy No. B34.—K.M.A.

Suifu, Norwegian str., 1,354 tons,  
Capt. Stolen, from Singapore  
and Hoihow, with ballast, lying  
at buoy No. B47.—Lee Fat &  
Co.

Tetuan Maru, Japanese str., 1,240  
tons, Capt. S. Daito, from Kee-  
lung, with coal, lying at buoy  
No. C53.—M.B.K.

June 3rd.  
Gemma, Dutch str., 5,337 tons,  
Capt. P. Brouwer, from Bre-  
men via Manila, with a general  
cargo, lying at buoy No. A6.—  
J.C.J.L.

Hai Hong, British str., 1,270 tons,  
Capt. E. Walker, from Foo-  
chow, Amoy and Swatow, with  
a general cargo, lying at Dou-  
glas Wharf.—Douglas Lapaik.

Huigong, British str., 1,363 tons,  
Capt. J. S. Thomson, from  
Swatow, with a general cargo,  
lying at Stonecutters.—Dou-  
glas Lapaik & Co.

Hakone Maru, Japanese str., 6,306  
tons, Capt. S. Hirata, from  
Yokohama and Shanghai, with  
a general cargo, lying at buoy  
No. A3.—N.Y.K.

Hokan Maru, Japanese str., 2,350  
tons, Captain H. Oyama, from  
Keelung and Swatow, with a  
cargo of merchandise and coal,  
lying at O.S.K. Wharf.—O.S.K.

Hydrangea, British str., 561 tons,  
Capt. T. H. Ball, from Port  
Barnard, with a general cargo,  
lying at Chin On Co's Wharf.—  
Chin On S.S. Co., Ltd.

Linehor, French str., 1,415 tons,  
Capt. Meon, from Swatow,  
with a general cargo, lying at  
buoy No. C92.—Sing Kee Co.

Pheumpeh, British str., 1,065 tons,  
Capt. A. W. Hall, from Saigon  
and Tourane, with rice and  
general cargo, lying at buoy  
No. A28.—Wu Fat Shing.

Tijpannek, Dutch str., 3,510 tons,  
Capt. H. de Jonge, from Soura-  
baya and Balikpapan, with  
sugar and general cargo, lying  
at buoy No. A8.—J.C.J.L.

Yet Maru No. 2, Japanese str., 1,637  
tons, Capt. T. Tani, from Kee-  
lung, with coal, lying at Yau-  
mat.—M.B.K.

### CLEARANCES.

May 3rd.  
Gemma, for Shanghai.  
Hai Yung, for Singapore.  
Hakone Maru, for Singapore.  
Linehor, for Hoihow.  
Teau, for Hoihow.  
Wai Shing, for Canton.  
Wing Wo, for K. C. Wan.

SUNRISE AND SUNSET IN  
HONG KONG.  
FOR JUNE, 1927.

STANDARD TIME OF THE 120th  
MERIDIAN, EAST OF  
GREENWICH.

Date.	Sunrise.	Sunset.
June 4th	5.38 a.m.	7.04 p.m.
" 5th	5.39 "	7.05 "
" 6th	5.38 "	7.05 "
" 7th	5.38 "	7.06 "
" 8th	5.38 "	7.06 "
" 9th	5.38 "	7.06 "
" 10th	5.38 "	7.06 "
" 11th	5.38 "	7.07 "
" 12th	5.38 "	7.07 "
" 13th	5.38 "	7.08 "
" 14th	5.38 "	7.08 "
" 15th	5.38 "	7.08 "
" 16th	5.38 "	7.08 "
" 17th	5.38 "	7.09 "
" 18th	5.38 "	7.09 "
" 19th	5.39 "	7.09 "
" 20th	5.39 "	7.10 "
" 21st	5.39 "	7.10 "
" 22nd	5.39 "	7.10 "
" 23rd	5.40 "	7.10 "
" 24th	5.40 "	7.10 "
" 25th	5.40 "	7.10 "
" 26th	5.40 "	7.11 "
" 27th	5.40 "	7.11 "
" 28th	5.41 "	7.11 "
" 29th	5.41 "	7.11 "
" 30th	5.41 "	7.11 "

### VESSELS EXPECTED.

Adriatic (Blue Funnel), due July  
15th.  
Amazone (M.M.), due July 10th.  
Antenor (Blue Funnel), due July  
20th.  
Arakura (E. & A.), due July 4th.  
Asiatic Prince (Prince Line), due  
July 2nd.

Athas II. (M.M.), due August 16th.  
Bharya (Swedish East Asiatic),  
due June 24th.  
Chantilly (M.M.), due August 22nd.  
Chenonceau (M.M.), due August  
30th.  
Chinese Prince (Prince Line), due  
Monday.  
D'Aragnan (M.M.), due Septem-  
ber 3rd.  
Deucalion (Blue Funnel), due June  
25th.  
Empress of Russia (C.P.R.), due  
Monday.  
Helios (Blue Funnel), due June  
23rd.  
Lion (Blue Funnel), due July 3rd.  
Kalyan (P. & O.), due June 15th.  
Kashgar (P. & O.), due July 7th.  
Khiva (P. & O.), due September  
1st.  
Khyber (P. & O.), due August 4th.  
Macdonald (P. & O.), due June  
23rd.  
Machon (Blue Funnel), due June  
10th.  
Malva (P. & O.), due September  
15th.

Menelaus (Blue Funnel), due Aug.  
12th.  
Mora (P. & O.), due August 18th.  
Ningchow (Blue Funnel), due Aug.  
27th.  
Novara (P. & O.), due June 29th.  
Orestes (Blue Funnel), due to-mor-  
row.  
Patriot (Blue Funnel), due June  
22nd.  
Paul Lerat (M.M.), due July 5th.  
Persus (Blue Funnel), due July  
7th.  
Philactes (Blue Funnel), due Aug.  
5th.  
Portus (M.M.), due June 7th.  
President Jackson (D.S. & A.M.L.),  
due June 6th.  
President Monroe (D.S. & A.M.L.),  
due June 6th.  
Pyrrhus (Blue Funnel), due June  
10th.  
Ravallindi (P. & O.), due July  
21st.  
Rheanor (Blue Funnel), due July  
27th.  
St. Albans (E. & A.), due here  
to-morrow at about 7 a.m.

## DOLLAR STEAMSHIP LINE

AND

## AMERICAN MAIL LINE

(ADMIRAL ORIENTAL LINE)

## JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI  
KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT PIERCE	... Tuesday, June 7th, 1 a.m.
PRESIDENT TART	... Tuesday, June 21st
PRESIDENT JEFFERSON	... Tuesday, July 5th
PRESIDENT GRANT	... Tuesday, July 19th
PRESIDENT MADISON	... Tuesday, Aug. 2nd

Thereafter Fortnightly Sailings on Tuesdays.

## HONG KONG TO EUROPE SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States  
and Canada, with liberal stop-over privileges for  
Sightseeing. Ask for information: Following are  
suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
June 7	San Francisco	Olympic	July 9	C'burg-S'hmptn July 15
June 15	Seattle	Gep. Washington	July 13	P'mth-C'burg July 21
June 23	San Francisco	Homeric	July 23	C'burg-S'hmptn July 29
June 29	Seattle	Leviathan	Aug. 1	P'mth-C'burg Aug. 7
July 5	San Francisco	Majestic	Aug. 1	C'burg-S'hmptn Aug. 12
July 13	Seattle	Berengaria	Aug. 10	C'burg-S'hmptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth-C'burg Aug. 26
July 27	Seattle	Aquidania	Aug. 24	C'burg-S'hmptn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 3	C'burg-S'hmptn Sept. 9
Aug. 10	Seattle	Mauretania	Sept. 6	P'mth-C'burg Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	C'burg-S'hmptn Sept. 23
Aug. 24	Seattle	Berengaria	Sept. 21	C'burg-S'hmptn Sept. 27

TO SEATTLE AND VICTORIA VIA SHANGHAI,  
KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT JACKSON	... Wednesday, June 15th
PRESIDENT McKINLEY	... Wednesday, June 29th
PRESIDENT LINCOLN	... Wednesday, July 13th
PRESIDENT CLEVELAND	... Wednesday, July 27th
PRESIDENT PIERCE	... Wednesday, Aug. 10th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.  
VIA MANILA, STRAITS, COLOMBO, SUEZ—  
PORT SAID—ALEXANDRIA—NAPLES  
—GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK.

PRESIDENT MONROE	... Tuesday, June 7th, 8.00 a.m.
PRESIDENT WILSON	... Tuesday, June 21st, 6.00 a.m.
PRESIDENT VAN BUREN	... Tuesday, July 5th, 8.00 a.m.
PRESIDENT HAYES	... Tuesday, July 19th, 6.00 a.m.
PRESIDENT FOLK	... Tuesday, Aug. 2nd, 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

### TO MANILA.

PRESIDENT MONROE	... June 7th, 8.00 a.m.
PRESIDENT JACKSON	... June 7th, 6.00 p.m.
PRESIDENT TART	... June 13th, 6.00 p.m.
PRESIDENT WILSON	... June 21st, 6.00 a.m.
PRESIDENT McKINLEY	... June 21st, 6.00 p.m.

For Passenger and Freight Rates apply to

## ROBERT DOLLAR CO.

GENERAL AGENTS.

MOTORWAY AND SHANGHAI BANK BUILDING (GROUND FLOOR).

Telephones: Central 2477, 2478 & 795.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

CANTON	... "WAISHING" Saturday, 4th June, at 7 a.m.
OSAKA via AMOI, MOJI	... "SUISANG" Tuesday, 7th June, at 7 a.m.
TIENTSIN via SWATOW & SHANGHAI	... "WAISHING" Wednesday, 8th June, at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	... "KWONGSANG" Wednesday, 8th June, at 10 a.m.
STRAITS & CALCUTTA	... "FOOKSANG" Wednesday, 8th June, at 3 p.m.
SANDAKAN	... "MAUSANG" Friday, 10th June, at 3 p.m.
TIENTSIN	... "OHIPSHING" Sunday, 12th June, at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	... "HANGSANG" Sunday, 12th June, at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	... "FOOSHING" Wednesday, 15th June, at 7 a.m.
STRAITS & CALCUTTA	... "KUMSANG" Wednesday, 15th June, at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	... "HOPSANG" Sunday, 19th June, at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

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## GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE" (via Oran)	2nd July.
Steamship "PEMBROKESHIRE" (via Oran)	13th July.
Motor Vessel "GLENOGLE"	24th August.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "PEMBROKESHIRE"	Due Hong Kong.
Steamship "GLENIFFER"	11th June.
Motor Vessel "GLENOGLE"	23rd June.
Motor Vessel "GLENAMOIY"	7th July.
Motor Vessel "GLENAGARRY"	26th July.
Motor Vessel "GLENAGARRY"	4th August.

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

## DODWELL & CO., LTD.

### NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

S.S. "CORBY CASTLE" ... sails on or about 19th June

### LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
FOR BRINDISI, VENICE AND TRIESTE (FUME).  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA  
AND DANUBE PORTS.  
REDUCED PASSAGE RATES

BRINDISI, VENICE & TRIESTE	£72. 10s. 0d.
LONDON	£80. 0s. 0d.

### NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

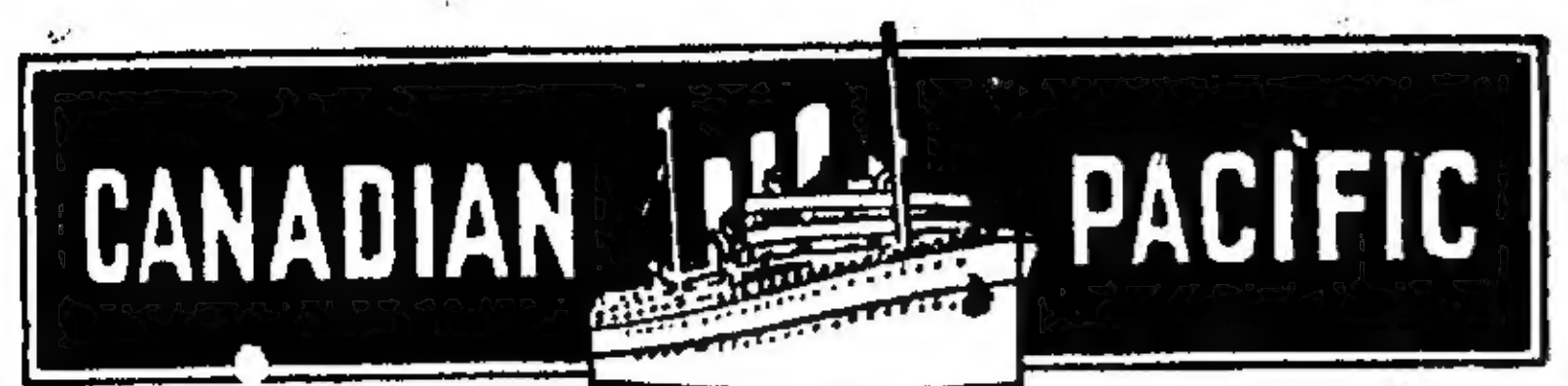
M.V. "VIMINALE"	... Sails on or about 23rd June
M.V. "REMO"	... Sails on or about 21st July

### HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENEZIA"	... Sails on or about 9th June
M.V. "BOMOLO"	... Sails on or about 23rd June
M.V. "VIMINALE"	... Sails on or about 28th July

### NATAL LINE OF STEAMERS





### QUICKEST TIME ACROSS THE PACIFIC. TO VICTORIA AND VANCOUVER SAILINGS 1927.

Steamers.	H. Kong	S'hal.	Kobe	Y'hama.	V'ancouver.
	Leave	Leave	Leave	Leave	Arrive.
EMPERESS OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPERESS OF ASIA	July 13	July 16	July 19	July 22	July 31
EMPERESS OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPERESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPERESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPERESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPERESS OF RUSSIA	Oct. 28	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPERESS OF ASIA	Nov. 18	Nov. 21	Nov. 24	Nov. 27	Dec. 6

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

#### CONNECTING SAILINGS TO EUROPEAN PORTS.

MONTOLARE	July 16	MONTROSE	Sept. 16
MINNEBOSA	Aug. 5	MONTCALEM	Nov. 18
EAUCLAIR	Aug. 31		

Frequent Sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

#### SPECIAL FARES TO EUROPE

£120 £112 £83

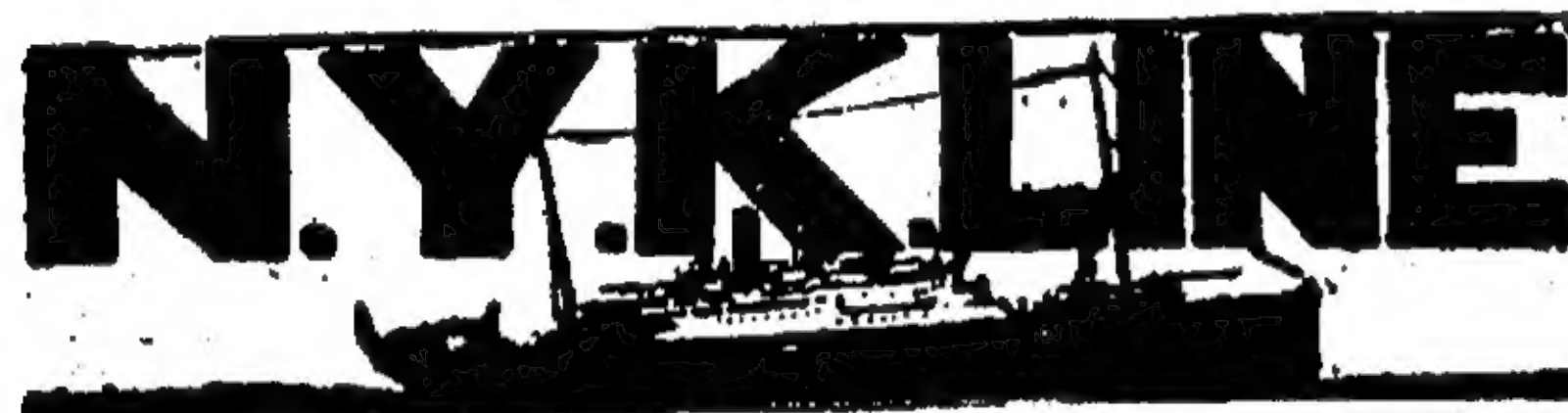
#### HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
June 7	June 9	EMPERESS OF RUSSIA	June 18
June 24	June 26	EMPERESS OF ASIA	July 9

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Freight and Express: Tel. C. 42. Cables: "NAUTILUS." [15]



#### SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU	Monday, 13th June, at Noon
KOREA MARU	Tuesday, 28th June, at 10 a.m.
SHINKO MARU	Tuesday, 13th July

\* Calls Keelung & Los Angeles.

#### LONDON via Singapore, Suez, Marseilles & Ports.

HAKONE MARU	Saturday, 4th June, at 11 a.m.
SUWA MARU	Saturday, 18th June, at 11 a.m.
FUSHIMI MARU	Saturday, 2nd July, at 11 a.m.

#### SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU	Wednesday, 22nd June, at 11 a.m.
AKI MARU	Wednesday, 29th July, at 11 a.m.

#### BOMBAY via Singapore, Penang & Colombo.

SADO MARU	Saturday, 11th June
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#### SOUTH AMERICA (West Coast) via Japan, Honolulu,

LOS ANGELES, Mexico and Panama.
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#### BORUYO MARU

Wednesday, 8th June, at Noon
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#### SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.
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#### KAWACHI MARU

Saturday, 9th July
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#### NEW YORK and/or BOSTON via PANAMA.

ASUKA MARU	Monday, 13th June
TAKAOKA MARU	Wednesday, 29th June

#### LIVERPOOL via Singapore, Colombo, Port Said & Ports.

DURBAN MARU	Thursday, 16th June
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#### CALCUTTA via Singapore, Penang & Rangoon.

TOKUSHIMA MARU	Wednesday, 8th June
NAGANO MARU (omit Calcutta)	Tuesday, 14th June

#### NAGASAKI, KOBE & YOKOHAMA.

AKI MARU	Friday, 17th June
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#### SHANGHAI, KOBE & YOKOHAMA.

OHIO MARU	Sunday, 5th June
PENANG MARU (omit Moji)	Monday, 13th June
HAKUSAN MARU	Monday, 13th June
MATSUYE MARU	Friday, 14th June

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).

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#### VETARZO BRAIN AND NERVE FOOD.

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English Price 3s. (either remedy). The VETARZO REMEDIES CO., Central Oak, N.W.4, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by LARSEN & CO. CHEMISTS.

#### NO FREIGHT RETURNS.

Owing to yesterday being a public holiday no freight returns for the twenty-four hours ended at 9 a.m. yesterday were available.

#### SHIPPING MOVEMENTS.

The E. & A. s.s. *St. Athans* will leave for Moji, Kobe and Yokohama at about 7 a.m. to-morrow (Sunday), June 5th.

#### CARGO STEAMER OPERATION.

BETTER TIMES FOR TRAMP SHIPPING.

#### COAL STRIKES EFFECT ON FREIGHTS.

The purchase by Messrs. Haldin and Co., managers of the Court Line and the United British Steamship Company, of a fleet of cargo steamers, formerly owned in Cardiff, emphasizes the fact, generally recognized in shipping circles, that the tramp shipping industry is gradually coming into its own again after five or six years of deep depression. This long period, during which the freight rates obtainable were insufficient to cover running costs, forced many shipping companies into liquidation, their plight being rendered the more hopeless in that in the majority of cases the steamers they owned were purchased during the boom of 1919 and 1920, when the value of tonnage reached an extraordinarily high level. An example may be cited where four vessels stood in the books of the owning company at close on £335,000, whereas their market value was no more than about £49,000, a state of affairs which necessitated writing down the £1 share to 6s. 8d.

The heavy importations of foreign coal during the mining stoppage proved a godsend to owners of tramp steamers, and the great diversion of shipping to American and other coal shipping centres abroad had the effect of leaving some important markets denuded of cargo carrying facilities. As a consequence there arose, in particular, a keen demand for vessels to carry grain from the River Plate, so much so that whereas in March last year 12s. per ton was accepted for heavy grain for the United Kingdom or Continent, towards the end of the year shippers were paying as much as 55s. With the end of the mining trouble and the resumption of coal exports from this country, ships began to return to the Plate, with the result that rates began to decline once more, ruling at the present time at about 27s. to 18s. for prompt loading. Montreal is also calling for grain carriers, and it is hoped by owners that profitable business will be forthcoming in due course from Australian grain shipping ports, where, it is reported, large quantities of wheat are available for export.

The prosperity of the tramp section of our Mercantile Marine is a matter which excites a close bearing upon the national prosperity. In bad times like those that have been experienced, owners, rather than lose money by keeping their ships in commission, lay them up, and in July last the total idle in British ports alone was 850,739 net tons, which meant, of course, the unemployment of thousands of ship masters, officers, deck hands, and firemen. The latest official figures show that the quantity of non-commissioned tonnage has fallen to 364,874 tons, which can be taken as a measure of the greater activity now prevailing.—Observer.

### HAMBURG-AMERIKA LINIE.



INCLUDING

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CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.

FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

#### OUTWARD.

Sailings from Europe for Shanghai and Japan:—

M.V. "ERMLAND" (H.S.L.)	due here on or about the 8th June
M.S. "VOGTLAND" (H.S.L.)	due here on or about the 1st July
M.S. "MÜNSTERBERG" (H.S.L.)	due here on or about the 14th July
S.S. "OLDENBURG" (H.S.L.)	due here on or about the 29th July

#### HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

S.S. "TIRPITZ" (H.S.L.)	sailing from here on or about the 22nd June
M.S. "RAMSES" (H.S.L.)	sailing from here on or about the 7th July
M.S. "ERMLAND" (H.S.L.)	sailing from here on or about the 15th July
M.S. "VOGTLAND" (H.S.L.)	sailing from here on or about the 8th Aug

\* Calling at Rotterdam and Hamburg.  
† Calling at Genoa, Rotterdam and Hamburg.  
‡ Calling at Genoa, Marseilles, Rotterdam and Hamburg.  
§ Calling at Genoa, Marseilles, Antwerp, Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to

### JEBSEN & CO.

12, Polder Street.  
16]

Tel. C. 2225.  
Tel. C. 4754.



#### LIGNES COMMERCIALES (CARGO BOATS).

Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—

s/s "MIN" ... 6th June.

s.s. "YANG TSE" due to arrive from DUNKIRK, LONDON, HAVRE about the 20th June.

#### SERVICES CONTRACTUELS (MAIL SERVICE).

Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
D'ARTAGNAN	...	...	7th June
ANGERS	...	...	11th June
PORTHOS	...	...	14th July
SPHINX	...	...	18th July
PAUL LEGAT	...	...	2nd Aug.
AMAZON	...	...	16th Aug.

#### RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A Class 1st Class—£ 99. 0d. od. B Class 1st Class—£ 85. 0s. od.

STRAZERS 2nd ... £ 70. 0d. od. STRAZERS 2nd ... £ 51. 0s. od.

\* Through Tickets to London and Leaving Towns of Europe.

Accommodations reserved in the Trains at Marseilles.

(Sailings subject to alteration without notice).

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Cie. des MESSAGERIES MARITIMES.

Telephone: Central 740. 3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

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Revised by Members.  
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#### SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

#### UNITED KINGDOM & CONTINENT

S.S. "CITY OF PEKIN"	... Marseilles, Havre, London & Hamburg	... 5th June
S.S. "CITY OF TOKIO"	... Havre, London, Rotterdam & Hamburg	... 18th July
S.S. "CITY OF GLASGOW"	... Havre, London, Rotterdam & Hamburg	... 18th Aug.

#### AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

#### BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF KOBE"	... via Suez Canal	... 13th June
S.S. "CITY OF CHESTER"	... via Suez Canal	... 17th July
S.S. "CITY OF BEDFORD"	... via Suez Canal	... 14th August

#### MAURITIUS & SOUTH AFRICA

S.S. "TINHO"	... From Hong Kong	... 25th July.
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Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhassane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—

Telephone: Central 4791.

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### THE BANK LINE, LTD.

### P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

TRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

#### PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"KASHMIR"	8,985	11th June	Marseilles, London and Antwerp.
"MIRZAPUR"	6,715	16th June	Marseilles and London.
"MANTUA"	10,946	25th June	Marseilles and London.
"KHIVA"	9,135	9th July	Marseilles, London and Antwerp.
"KALYAN"	9,144	16th July	Marseilles, London, Antwerp & Hull.
"ALIPORA"	5,273	21st July	Marseilles and London.
"MACEDONIA"	11,130	28th July	Marseilles, London and Antwerp.
"KASHGAR"	9,005	31st Aug.	Marseilles and London.
"KAWALPINDI"	16,519	20th Aug.	Marseilles, London, & Antwerp.
"KHYBER"	9,114	3rd Sept.	Marseilles, London, & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

#### BRITISH INDIA-APCAR SAILINGS

"TALAMBA"	8,018	9th June	Singapore, Penang and Calcutta
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#### EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	1st July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	29th July	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

#### SAILINGS TO SHANGHAI AND JAPAN

"ST. ALBANS"	4,500	5th June, 7 a.m.	Moji, Kobe & Yokohama.
"TALAMBA"	10,000	10th June	Amoy, Moji, Kobe and Osaka.
"KALYAN"	9,144	16th June	Shanghai, Moji and Kobe.
"ALIPORA"	5,273	16th June	Shanghai, Kobe and Moji.
"MACEDONIA"	11,130	24th June	S'hai, Moji, Kobe and Yokohama.
"NOVARA"	6,889	29th June	S'hai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	5th July	S'hai, Moji, Kobe & Yokohama.
"KASHGAR"	9,005	5th July	Moji, Kobe Osaka & Yokohama.
"KAWALPINDI"	16,519	22nd July	S'hai, Moji, Kobe and Yokohama.
"KHYBER"	9,114	29th July	Shanghai, Kobe and Yokohama.
"MOREA"	10,953	15th Aug.	S'hai, Moji, Kobe & Yokohama.
"KHIVA"	9,135	2nd Sept.	do.
"MALWA"	10,986	16th Sept.	do.
"KALYAN"	9,144	30th Sept.	do.
"MACEDONIA"	11,130	14th Oct.	do.
"MONGOLIA"	16,504	28th Oct.	do.

\* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

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